

skin diver



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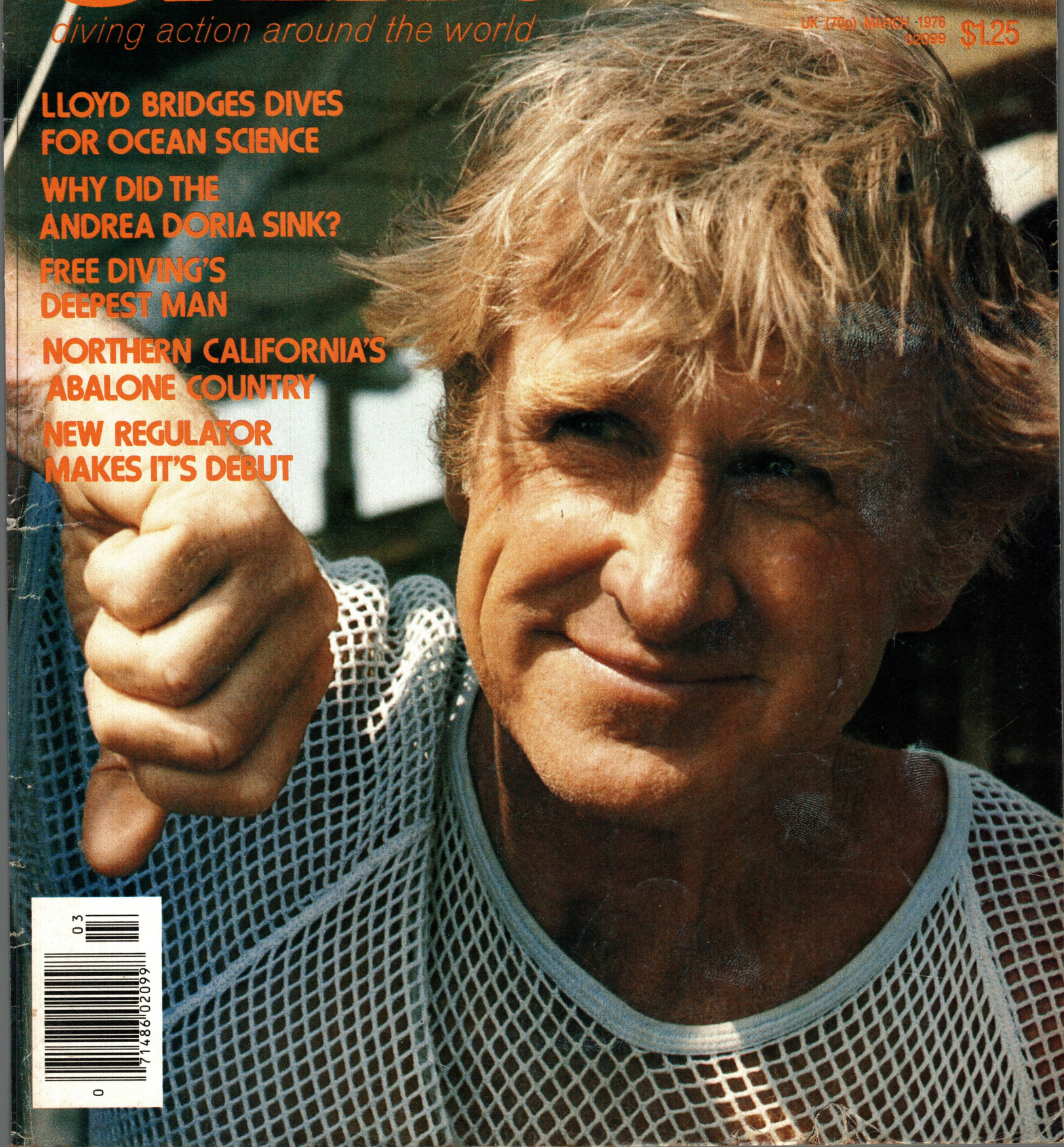
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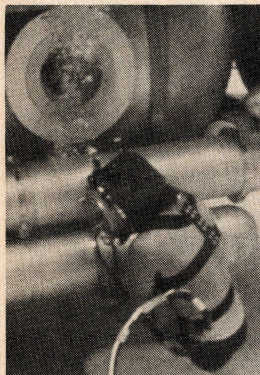
skin diver

VOLUME TWENTY-FIVE NUMBER THREE

Cover—Lloyd Bridges caught candidly on location at Project SCORE. More of Bridges and SCORE (Scientific, Cooperative, Operational, Research, Expedition) on page 44. Photograph by Robert Ewing III.



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FOOD FOR THOUGHT

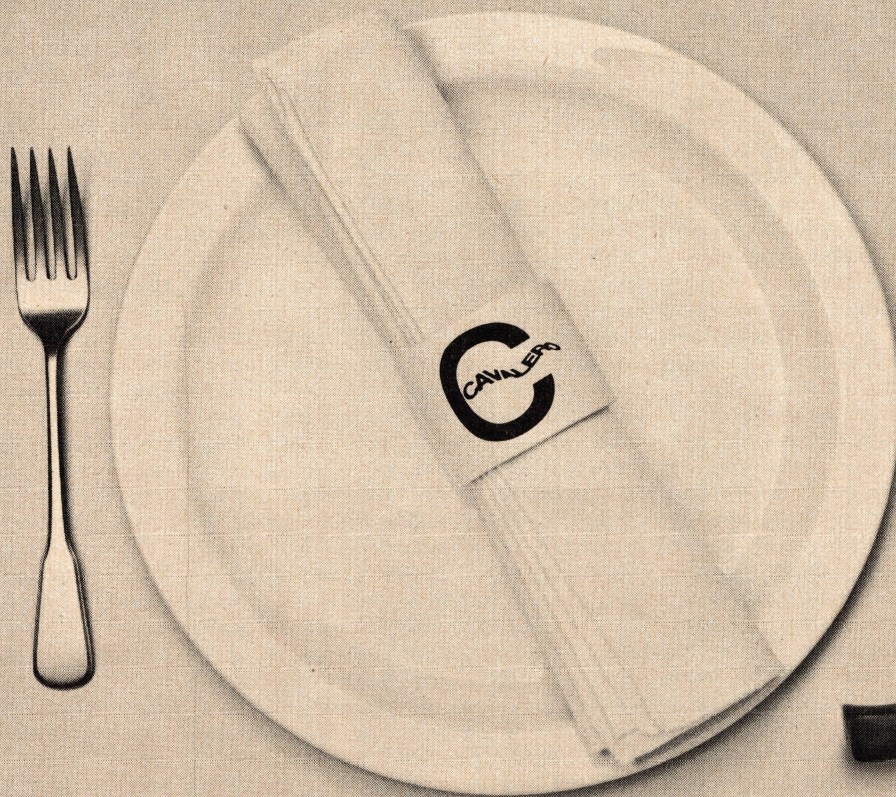
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Editorial

Tank Inspection ... Trouble Within

by the Publisher

During the past year there have been a number of spectacular accidents which underscore the vital need for a program of continual scuba tank inspection and maintenance. In one case, a tank exploded while being filled at a tropical dive resort, completely destroying the water filled, reinforced concrete bunker which was eight inches thick. Had it not been for the concrete anti-explosion walls, two divers might have been seriously hurt. In another situation a tank exploded during storage in the trunk of an automobile, blowing the rear end of the automobile to pieces. Again, luck was on the side of the divers, as the two occupants were momentarily away from their car at the time of the explosion. Another diver was not so lucky. He died quickly and quietly in 12 feet of water while attempting to recover an outboard motor from a Florida canal. Although a well experienced diver, this man died within minutes after submersion. A subsequent inspection of his scuba equipment revealed that the interior of his tank was loaded with rust and the oxygen content of the air in his tank had been depleted to 3% — well below the level for sustaining life. Without knowing it, this diver had been breathing an almost totally inert gas, as the oxidation process (rust) had almost used up all the oxygen available.

Every certified diver is aware of the problem of internal corrosion which can occur inside steel scuba tanks. And few divers today will argue against the wisdom for a hydrostatic tank test every five years. It is a federal law, and one requirement which dive shop operators gladly welcome. Internal corrosion weakens the tank internally, transforming it into a potential bomb. Neither the dive shop operator, who has to fill this tank, nor the user should take this kind of risk. We are all aware of the problem and most divers adhere to the hydro requirement with regularity. However, new evidence indicates a five year hydro test is not enough. Tanks can, and do, rust out

in less than the time between hydros.

The University of Rhode Island was the first to conduct and publish research done on the problem of rapid internal corrosion in steel scuba tanks. Five years ago they conducted tests which proved that tanks can corrode internally to the point of possible explosion in as little as 100 days under the right conditions. Further examination of some 40 condemned-in-service scuba tanks revealed two of them contained sufficient rust material to completely clog a scuba regulator. The most amazing part of their 57 page report was a technical explanation of exactly how internal pinhole corrosion occurs, and how rapidly it can penetrate the steel wall of a scuba cylinder. Their conclusion was that DOT hydrostatic test every five years was not sufficient for giving a tank "a clean bill of health."

Moisture is the unseen enemy of scuba tanks, but since most divers cannot see what is happening, they do not understand the seriousness of the problem. For a better view of what goes on inside your tank, you may want to get a copy of a 48 page book entitled *Scuba Tanks*. It is published and distributed by N.A.U.I. and you can obtain a copy for \$2.95 by writing directly to N.A.U.I. Headquarters, 22809 Barton Road, Grand Terrace (Colton), Calif. 92324. The book provides an excellent explanation as to how "sneaky water" can get inside a pressurized tank. It only takes a few microscopic droplets on the filler nozzle or tank valve while the tank is being hooked up for a refill. Another cause of water droplets formation internally is letting the air out of the tank too quickly. Sudden depressurization causes tank chilling, which in turn causes tiny water droplets to condense on interior walls of a tank. It is a physical law that cool air cannot hold as much moisture as warm air.

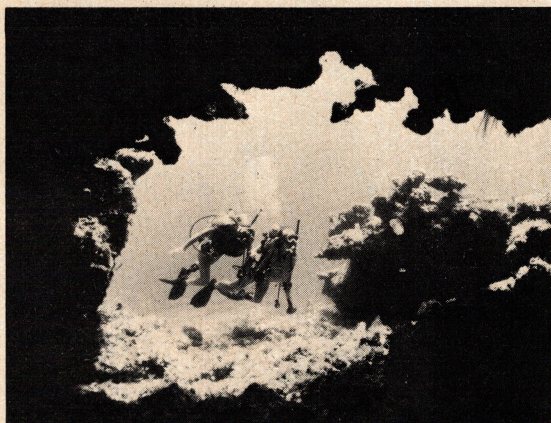
Most divers assume the air being pumped into their tank is completely dry, but this may not be necessarily true. Most

all air contains at least a tiny amount of moisture. The moisture content of the air being pumped into your tank can vary considerably depending upon the atmospheric humidity surrounding the compressor and the efficiency of the compressor's filters at the time of filling.

NASDS was the first organization to implement a program for regular tank inspection between hydros. They called this program VIP which stands for Visual Inspection Program. The program required a once a year removal of the tank valve and an internal inspection with a small light that was lowered into the tank. A vinyl sticker was then placed on the tank, indicating the date of the VIP inspection. In the beginning, there was considerable consumer resistance to the VIP program, as many divers were convinced that the five year hydrostatic test requirement was more than adequate. Fortunately, the NASDS stores stuck to their guns, and persuaded most of their customers to use the VIP program.

Today, there must be at least 300 different visual tank inspection stickers issued by individual dive shops, clubs, and other groups. The concept of visual inspection has finally caught on, as more and more dive shops became aware of the dangers involved with pinhole corrosion and rust clogged regulators. The cost of such an inspection ranges from \$1 to as high as \$10, depending upon the store offering this service. Some shops do it for as little as 50 cents just to encourage their customers to get on the program. Still, there is much confusion and distrust by some divers who are convinced that internal tank inspection is a rip-off. Most of the holdouts are old time divers who have never bothered to update their diving education on such vital subjects as internal tank corrosion and tank maintenance. Another problem group are the procrastinators. These are the divers who keep promising to have their tanks visually inspected, but never seem to find
(Continued on Page 12)

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The suit is made of a strong, orange colored rubber coated polyester fabric, with double thicknesses at wear points. After assembling and sewing, the suit is fully vulcanized so as to be one piece. The light tricot material allows complete freedom of movement.

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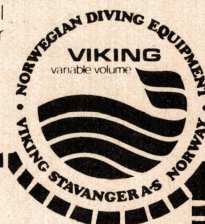
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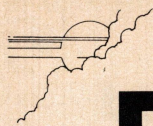
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VIKING variable volume suit





Driftwood



... There is talk in Michigan of establishing underwater parks, exhibiting a few of the many thousands of wrecks that have gone down in the past years. This would be patterned after our Canadian neighbors around Tobermory who have already introduced the parks into the Great Lakes, but only in Lake Huron. Some people here are in favor of the parks — they feel that wrecks should be kept in the same condition as they were at the time of sinking, preserving almost a century of shipping in the Great Lakes. But, there are also those who feel that underwater parks belong in Florida, not the Great Lakes. The points they bring up include the absence of manned and ready pressure chambers and the fact the majority of the public could not benefit from underwater parks, but that a museum could be built to house the remains of the wrecks for those of us who have no material interest in what lies be-

neath our lakes, or don't want to go look for it. I, for one, am deeply in favor of it. Although I only skin dive at age 15, I want those wrecks around when I can get to them.

ELIZABETH CALHOUN FLINT, MI

... I have just finished reading your editorial "Is Buddy Breathing Obsolete?" (SDM Dec. 1975) In reply to this I would like to say that I believe very strongly in favor of the octopus regulator and would like to see dive rental shops make them available to all the new divers renting gear.

Last June 7 my father, two cousins and myself were making a boat dive in 50 feet of water off the Outrigger Restaurant in Monterey, California. My father's dive buddy ran out of air and the two started buddy breathing which ended up in a case of air embolism for my father. He

was treated at the Pacific Grove Fire Department until the Coast Guard could fly him in the chamber to Catalina Island where he was placed in a two man chamber... What my point is that if he had an octopus regulator set up this would not have happened. It could very well and almost did cost him his life. Now my father is back diving and he has an octopus regulator. He says that he wouldn't dive without it.

Myself, I have been diving for the San Mateo Sheriff's Rescue team for five years and I realized three years ago that I needed an octopus regulator. It's an important part of my dive gear. I only hope that the diving public gets your message. By my father's experience, you can see that the life it saves can be your own!

SGT. WM. MITCHELL, JR.
SAN MATEO CO. SHERIFFS U/W
SEARCH AND RESCUE TEAM
REDWOOD CITY, CA.

... I have been receiving your magazine for sometime now and I'm wondering if you or your readers could help me. At the present time I am very interested in marine biology and just basically the ocean. For the summer of '76 I'm interested in getting a job which deals with the ocean, etc. in which someone would take me in as a helper, etc. ... I was certified in '74 and have most of my own equipment — all I need is practice. I'm very enthusiastic and I enjoy working

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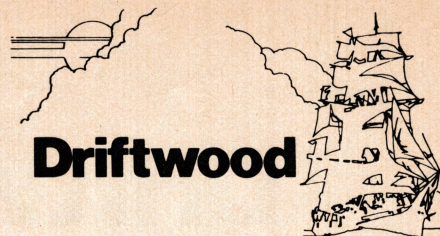
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Driftwood

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...
JEFFREY HOWE 94 PONDVIEW DR.
AMHERST, MAINE

... I feel compelled to comment on the article "Patterns for Survival" (Diver's Log, SDM Nov. 1975).

For background, this story involves two divers who planned to snorkel out a half mile from shore in Australia, then dive to about 70 feet and turn back in along the bottom. They did go out, dove to some 80 feet actually, but regulator trouble forced return to surface. They now found increased winds, rough water, and they were actually over a mile from land, from swimming in the wrong direction on the bottom.

The rest of the story describes the almost disastrous return to shore and rescue, actually, by lifeguards on surfboards. The writer of the article lists the thing that he believed were done against safety patterns and old, school-taught habits — learned from a NAUI instructor in Hawaii, in this case.

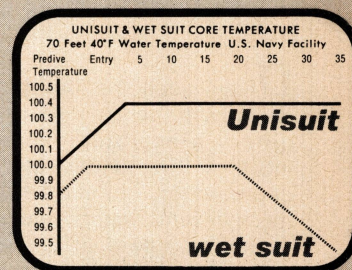
What disturbs me here is that perhaps the most obvious safety measure was not taken or apparently even planned, or even mentioned at all in the article — surface support. I don't mean just a towed float in this case, but a properly manned boat tending the divers. Anyone who would swim out (let alone dive) a half-mile from any shore in any water without this kind of surface support is courting disaster. In fact, if such a diving operation had been found to have occurred under our auspices, even if the dive had been uneventful, the divers involved would have been in deep trouble with respect to our diving safety regulations — to say the least.

Many in the diving community appear to treat appropriate surface support in a cavalier fashion; perhaps this is a frequent factor in diving accidents. The above story, if correctly stated and interpreted, is a good illustration of why "outside" trained divers are subject to undergoing considerable indoctrination (in addition to some degree of demonstrating basic diving skills) before they are allowed to make working dives here, and even then, usually on a "short leash" at first.

D. M. OWEN DIVING SUPERVISOR
WOODS HOLE OCEANOGRAPHIC
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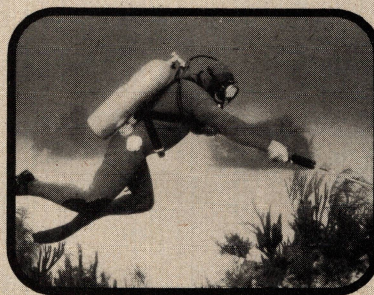


After 35 minutes Navy doctors were forced to stop the test to prevent tissue damage to the freezing wet suit diver. The Unisuit diver never even felt cold.

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California Underwater Exposition '76

Anaheim Convention Center April 3

Divers attending this year's Anaheim show will be treated to an extraordinary assemblage of some of the most exciting underwater scenes ever captured on celluloid. There will be the awesome sights and sounds of an exploding Hawaiian volcano, complete with rivers of red-hot molten lava flowing into the churning sea. Of particular fascination, is the close-up film documentation of how hot lava behaves underwater and how it forms the rare and unusual pillow lava formations. All this will be seen in a rare documentary film called "*Fire Under the Sea*," filmed and produced by Dr. Lee Tepley.

The audience will also thrill to

the premier showing of Rick Frehsee's newest documentary, *March of the Spiny Lobster*. This unusual film depicts

the incredible spiny lobster migration under water, as these strange crustacea march single file across the great Bahama banks. The audience will finally learn why these lobsters gather together by the thousands and march in groups of 20 or 30, traversing many miles of the ocean's seafloor.

Al Giddings will, once again, bring to the screen the excitement and drama of high voltage diving during a commercial salvage diving operation in the Pacific. The audience will see how a team of professional Japanese salvagers go about the difficult task of removing the silt, debris and bones of the war dead from a lost Japanese submarine which had lain in a watery grave for some 30 years. Scenes include actual underwater shots from inside the sunken sub at a depth of 150 feet.

And, for the ecology-minded diver, Jim Dutcher will present his finest environmental documentary, *Drop by Drop to the Sea*. This sensitive, poetic

documentary traces the course of life-giving water from rainfall on land to its final destination in the sea. It graphically depicts the fundamental value of water for sustaining all forms of life, including man. Filmed in Grand Cayman, this marvelous film shows how man is slowly but surely destroying the ecosystem by misusing the water cycle and polluting the environment. The film has already won the Cine Golden Eagle Award plus seven other awards at film festivals in New York, Atlanta, Columbus and other cities. Emcee for the evening film show will be Paul J. Tzimoulis, Publisher of SKIN DIVER Magazine. The evening show will begin at 7:30 p.m. and end, approximately, at 10 p.m.

There will be an all-California afternoon show starting at 2:30 p.m. Jim Cooluris will present a series of underwater travel slides taken at Anacapa, Santa Cruz, Santa Rosa and San Miguel. Chuck Allen will present a fine documentary on how giant kelp grows as well as depicting many of the marvelous creatures which live in these undersea forests. Emerson Mulford will show a new slide series on the behavior of the California sea lion. The well known expert, Rhett McNair, will provide some fascinating tips on the behavioral patterns of California sharks.

In addition to the afternoon seminars and evening film show, there will be a large exhibit of diving equipment products by some 30 different manufacturers and distributors. Exhibit at 1 p.m.

The price for the above afternoon and evening show, including a tour of the exhibit area, is \$7 at the box office or \$6 for advanced ticket sales. Show tickets are available now at your local pro dive shop or by sending a check or money order to: California Underwater Expositions, P. O. Box 10931, Santa Ana, California 92711. 🐠

photograph by Rick Frehsee

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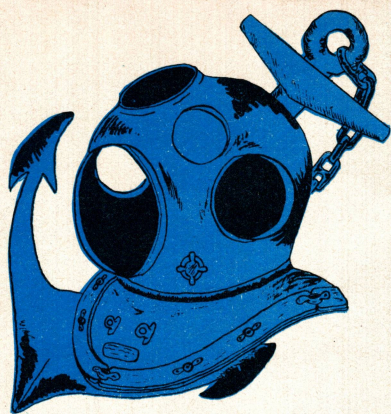
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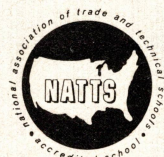
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Dept. S3

Editorial

(Continued from Page 4)

enough time to have it done. Secretly or subconsciously, they are worried that their tank might not pass inspection.

It is truly a pity that divers in this day and age continue to ignore the need for visual tank inspections. It is estimated that hundreds of tank explosions have been avoided by this simple program, and that many, many lives have been saved. One California repair center, which inspects 3000 tanks annually, reports that two percent of the tanks checked are condemned as a result of visual inspection. The removal of 60 potential bombs from circulation annually has helped to avert a great number of serious accidents. The percentage of tanks which should be condemned could run as high as five percent in other parts of the U.S., where visual inspections are not conducted as regularly as they are in California.

The big question is — how often should a tank be inspected? The consensus of opinion among scuba tank experts is that a hydrostatic test every five years is quite adequate, so long as frequent visual internal inspections are conducted during the term period. There is no sense in overstretching the walls of the tank (by 9/5ths of the rated pressure) more frequently and thereby shortening the potential lifespan of the tank.

Until recently, it was thought that a visual internal check once a year was enough, but continued studies indicate more frequent checks in certain situations where high humidity or heavy use warrant it. Al Thompson, owner of Professional Scuba Repair Service and nationally recognized authority on tank inspection, has provided the following guide for recommended visual internal inspection:

Every 12 months — tanks filled in dry, inland areas

Every 6 months — tanks filled aboard dive boats

Every 6 months — tanks filled at tropical dive resorts

Every 6 months — tanks filled at beach-side or pierside air stations

Every 3 months — tanks used for rental or scuba training

The key factor in determining the frequency of inspection is our old enemy — moisture. High humidity areas are the most dangerous when it comes to the health of your tank.

If you haven't had a peek inside your scuba tank in the last year, don't wait another week. Get your tank visually inspected right now. It could save your tank — and possibly your life!

skin diver

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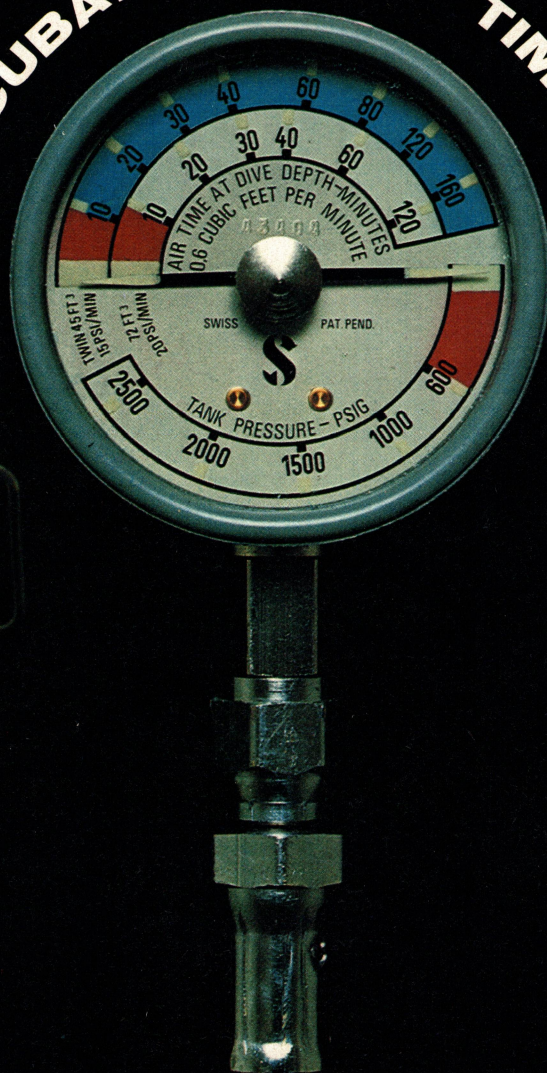
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Scuba I.Q.

Test Your Dive Knowledge

What's Your Dive Lifesaving I.Q.?

Dive Lifesaving is important to every diver. In the event of an accident in the water, all divers should know what action to take and be capable of assisting a diver in distress. Test your knowledge of the techniques of Dive Lifesaving by answering the following questions. Answers are on page 16.

- 1) **Most dive rescues take place:**
 - ☐ A. On the bottom.
 - ☐ B. In the surf zone.
 - ☐ C. At the surface.
- 2) **A diver in distress will usually:**
 - ☐ A. Signal for assistance by waving an arm.
 - ☐ B. Have mask and mouthpiece removed while struggling at the surface.
 - ☐ C. Respond to an order to ditch the weight belt.
- 3) **Panic is best defined as:**
 - ☐ A. The need for survival.
 - ☐ B. An act of cowardice.
 - ☐ C. Sudden, groundless fear.
- 4) **Aboard a charter boat, wearing a wet suit only, you notice a diver in distress 75 yards away. You should:**
 - ☐ A. Swim immediately to the diver.
 - ☐ B. Don mask, fins and weight belt and swim to the diver.
 - ☐ C. Have a crew member rescue the diver.
- 5) **When going to the aid of a diver in distress, you should swim:**
 - ☐ A. As fast as possible.
 - ☐ B. At a moderate pace.
 - ☐ C. Underwater for the last ten yards.
- 6) **The easiest way to get a struggling diver to drop something being carried is to:**
 - ☐ A. Ask them to drop it.
 - ☐ B. Order them to drop it.
 - ☐ C. Ask them to give it to you.
- 7) **When approaching a struggling diver at the surface, it is best to:**
 - ☐ A. Extend a surface float to the diver.
 - ☐ B. Establish buoyancy by removing the diver's weight belt or inflating the vest.
 - ☐ C. Make yourself buoyant and establish contact with the diver.
- 8) **To remove the weight belt from a diver in distress, a rescuer should:**
 - ☐ A. Move in quickly, flip the quick release and back away.
 - ☐ B. Flip the quick release and pull the belt clear of the diver.
 - ☐ C. Visually examine the belt before attempting to remove it.
- 9) **Towing a diver by the tank valve or vest collar is not an ideal tow for a dive rescue because:**
 - ☐ A. It is difficult to swim in that position.
 - ☐ B. The rescuer cannot monitor the victim well.
 - ☐ C. The rescuer has poor control.
- 10) **The most important concern when getting an unconscious, non-breathing diver to the surface is:**
 - ☐ A. Preventing an embolism.
 - ☐ B. Reaching the surface as quickly as possible.
 - ☐ C. Preventing decompression sickness.
- 11) **When both rescuer and an unconscious, non-breathing victim are wearing wet suits and inflatable vests at the surface, it is usually best to:**
 - ☐ A. Inflate the victim's vest only.
 - ☐ B. Inflate the rescuer's vest only.
 - ☐ C. Inflate neither vest.
- 12) **If a surface float were available during in-water resuscitation, it would be best to place it:**
 - ☐ A. Beneath the victim.
 - ☐ B. Beneath the rescuer.
 - ☐ C. Alongside the rescuer and victim.
- 13) **In order to administer cardio-pulmonary resuscitation to a diver in the water it is necessary to:**
 - ☐ A. Get behind the diver and compress the chest using a bear hug.
 - ☐ B. For one diver to back up the victim while another compresses the chest.
 - ☐ C. Remove the diver from the water and place on a firm surface.
- 14) **If resuscitation must be interrupted for any reason while rescuing a diver in the water:**
 - ☐ A. Give several quick inflations, interrupt resuscitation not more than 15 seconds, then resume with several quick inflations.
 - ☐ B. Double the rate of resuscitation for each minute of interruption or portion thereof.
 - ☐ C. Double the rate of resuscitation for one minute, then interrupt resuscitation for not more than one minute.
- 15) **A cramp in the calf of a diver is best relieved by:**
 - ☐ A. Pounding the muscle thoroughly.
 - ☐ B. Stretching and rubbing the muscle.
 - ☐ C. Getting the diver out of the water.

Scuba I.Q.

Test Your Dive Knowledge

What's Your Dive Lifesaving I.Q.?

Answers from questions on page 15.

- 1) A. At the surface. Statistics show more than 80% of all diver rescues take place at the surface. A large percentage of rescues also take place during entries and exits. In most situations, all equipment is functioning and the problem is due to diver error.
- 2) B. Have mask and mouthpiece removed while struggling at the surface. Waving an arm, blowing short bursts on a whistle or calling for help are accepted distress signals, but these methods are rarely used by the diver in distress. A diver in trouble typically comes to an upright position high in the water, the mask is removed, attempts are made to breathe around the mouthpiece or it is removed, ineffective and erratic swimming movements are made and the diver attempts to "climb" out of the water. At the first sign of distress, a rescuer must respond.
- 3) C. Sudden, groundless fear. The extreme, unreasoning fear of panic is brought on by fixation of a single idea (e.g.: air or shark). Anxiety in diving can and must be controlled, for a diver in control has an excellent chance for survival in a tight situation. Think ahead in diving and keep thinking about possible actions to take if difficulties should occur.
- 4) B. Don mask, fins and weight belt and swim to the diver. One needs to be properly equipped for a diving rescue. Wearing a wet suit only, one cannot see, swim well or dive beneath the surface if necessary. The time it takes to get equipped will be repaid in getting to the victim faster and having better control of the situation. If possible, also take or throw a float to the victim.
- 5) B. At a moderate pace. Getting to a distressed diver is only part of the rescue. Avoid getting winded. You may need to dive to reach the victim, to tow him, or even resuscitate him. An effective rescue is physically demanding. Hurry, but pace yourself.
- 6) C. Ask them to give it to you. Unfortunately, divers have been lost clutching to game bags, anchors, cameras or other objects. Distressed divers are reluctant to discard items, including weight belts, but will give them up to a rescuer. Depending on the situation, the rescuer may discard the items once obtained.
- 7) A. Extend a surface float to the diver. Whenever possible, use a surface float when making a rescue. Making the diver buoyant is the best action when no surface float is available. More than likely, the diver will not respond to orders to ditch the weight belt or inflate the vest. A surface float given to the struggling diver provides instant relief.
- 8) B. Flip the quick release and pull the belt clear of the diver. Tests have shown weight belts frequently do not drop clear of the diver when released. The belts hang up on many different items and do not ditch. To be certain the weight is jettisoned, pull the belt clear of yourself or another diver before dropping it.
- 9) B. The rescuer cannot monitor the victim well. An effective tow must have the victim at or near horizontal with the face above the water, give the rescuer control and freedom to swim, keep the rescuer safe and allow the rescuer to talk to the victim and see his face. It is difficult to monitor the victim using the tank or vest tow described. A tired swimmer's carry or grasping the victim around the bicep and pushing while swimming alongside are better methods of transporting a diver through the water.
- 10) B. Reaching the surface as quickly as possible. It is difficult to get air into an unconscious person, but not for air to escape. Any expanding air will escape on ascent regardless of head position. Additionally, the lung volume will be low since the person exhaled when breathing ceased. The primary concern is to reach the surface immediately and get air into the diver. Bends are not a consideration in this life-threatening situation.
- 11) C. Inflate neither vest. At the surface, the wet suit will support the victim with the weight belt removed. In fact, the inflatable vest is nearly all out of the water with the victim laying face up. If both vests are inflated, they usually interfere with resuscitation. Inflating the rescuer's vest may also interfere with resuscitation. The rescuer could drop the weight belt for buoyancy to help in getting higher than the victim to administer resuscitation.
- 12) B. Beneath the rescuer. The rescuer needs to be above the victim in order to resuscitate effectively. Without a float the rescuer must kick to gain enough height to resuscitate, this tires the rescuer quickly. With a float placed beneath the rescuer, no energy is needed to gain height and the rescuer can resuscitate for an indefinite period of time.
- 13) C. Remove the diver from the water and place on a firm surface. Cardio-pulmonary resuscitation cannot be effectively administered in the water. The sternum must be depressed one and a half to two inches every second. This requires a direct force of approximately 120 pounds. The victim's lungs must also be ventilated. There is no known method to accomplish these requirements in the water. If heart stoppage is suspected, ventilate the victim while moving quickly to get the person out of the water and to a firm surface where compression can be effective.
- 14) A. Give several quick inflations, interrupt resuscitation not more than 15 seconds, then resume with several quick inflations. Resuscitation may need to be interrupted to remove equipment, because of surf, or to remove the diver from the water. No interruptions should exceed 15 seconds.
- 15) B. Stretching and rubbing the muscle. The cramped muscle has contracted. As quickly as possible, get the muscle stretched out again. One good method is to grasp the tip of the fin and pull up while straightening the leg. Rubbing the muscle to stimulate circulation helps, but pounding bruises tissues. Pausing periodically to rest and stretch the muscles and employing different fin kicks can prevent the cramping from occurring.

There is little written information on Dive Lifesaving currently available. Several publications are being developed and are badly needed. Dive Lifesaving differs greatly from standard lifesaving techniques. Seminars and Workshops on Dive Lifesaving are gaining popularity all over the country. The only way to learn about Dive Lifesaving is to actually practice it. If you scored well, you are aware of the difficulties of working with another diver in the water. If much of this information was new to you, seek further information, complete a CPR course, and practice Dive Lifesaving. Be prepared for dive emergencies.

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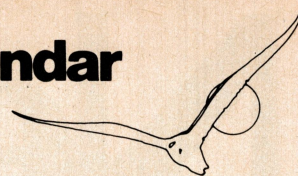
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sea suits

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Calendar



March 6

Boston Sea Rovers '76, seminars, Boston University's Sherman Union, 10 a.m.-4 p.m.; film festival, John Hancock Hall, 8 p.m.; Meet-the-Speakers Party, Dorothy Quincy Suite. (Contact: Bunky Hodge, 174 Beech St., Rockland, MA 02370 (617) 878-8710)

March 13

NAUI Int'l Photographic Competition, Seattle, WA (Contact: NAUI North Pacific Branch, 6531 NE 198th St., Seattle, WA)

March 13-14

Southeastern Underwater Expo II Jefferson Civic Center, Birmingham, Ala. (Contact: Tony Kalnoky, P.O. Box 30020, Birmingham, AL 35222)

March 14

NAUI Int'l Photographic Competition entry deadline. (Contact: NAUI, 6531 NE 198th St., Seattle, WA 98155)

March 20-21

Man in the Sea Symposium, Seattle, Wash. (Contact: NAUI North Pacific, 6531 N.E. 198th St., Seattle, WA 98155)

March 21-22

Artifact Show, The Ferry Boat, Brielle, NJ, 11 a.m.-6 p.m. (5 p.m. Sunday), exhibit; 3-4 p.m. slide show, lecture; 9-11 p.m. Saturday, cocktail party. (Contact: Richard Ziminski, Eastern Dive Boat Association, 61 Reimer St., Somerville, NJ)

March 27

3rd Annual U/W Panorama & Film Festival — Planet Ocean, Long Island. (Contact: North Shore Diving Center, 58 Larkfield Rd., E. Northport, NY 11731)

April 2

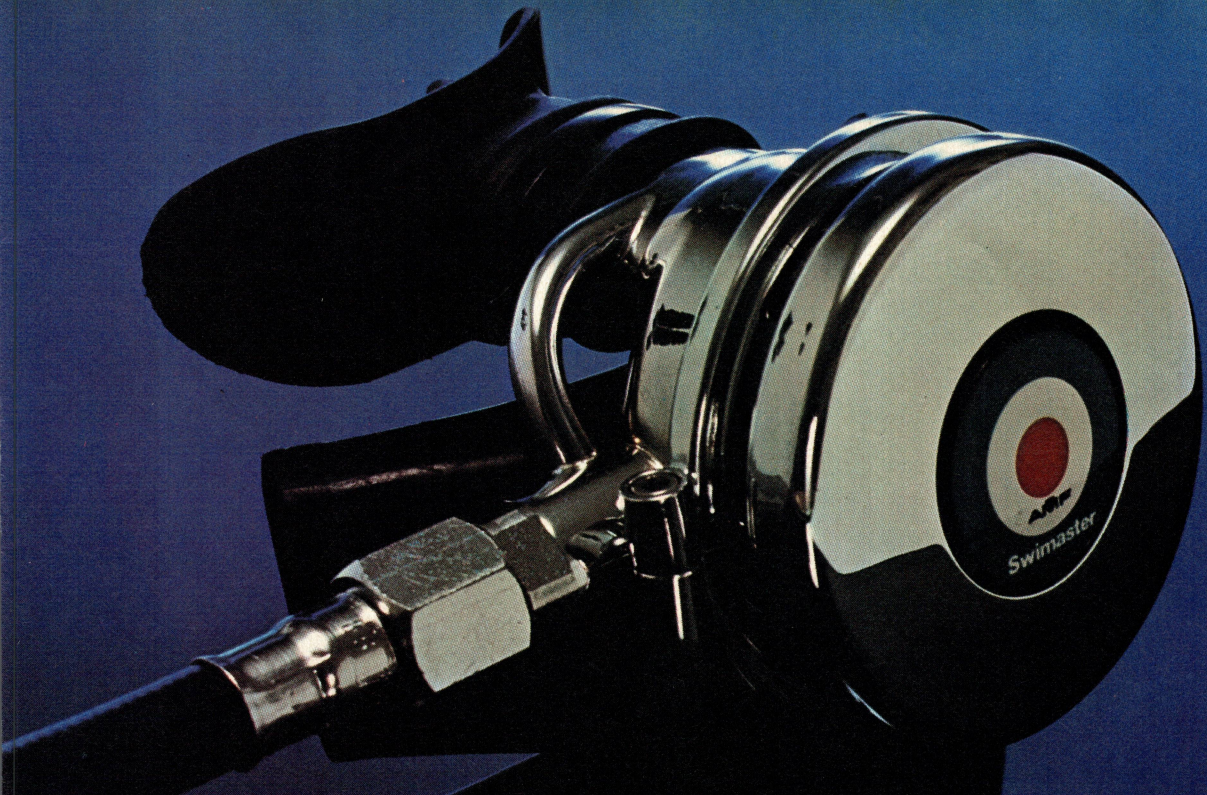
North Atlantic Diving Councils Convention, Harvard University, Boston, Mass. (Contact: Wayne Anderson, P.O. Box 908, Hyannis, MA 02601)

April 3

4th Annual California Underwater Exposition, Anaheim Convention Center, 2 p.m. (Contact: California U/W Expo, P.O. Box 10931, Santa Ana, CA 92711)

April 3

Underwater Symposium & Film Review, Boston, Mass. (Contact: Fred Calhoun, Box 291, Back Bay Annex, Boston, MA 02117)



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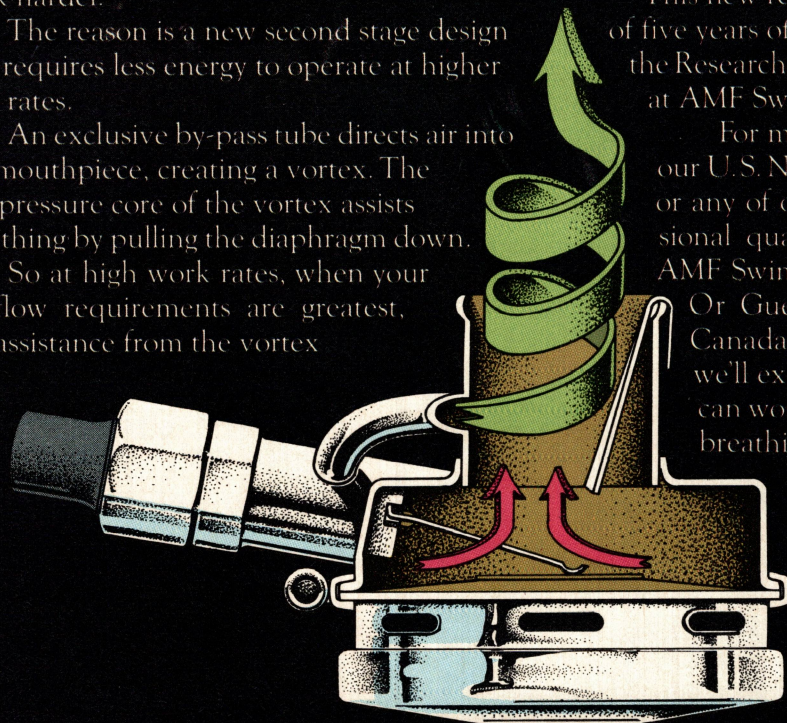
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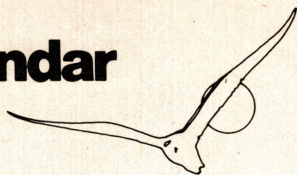
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Calendar



April 3

3rd Annual U/W Panorama Film Festival — Planet Ocean, Westchester County, N.Y. (Contact: North Shore Diving Center, 58 Larkfield Rd., E. Northport, NY 11731)

April 10

Our Future in Depth, Civic Center, Syracuse, NY. (Contact: Peter B. Perrault, 1425 Erie Blvd. E., Syracuse, NY 13210)

April 10-13

PADI Cave Diving Program, Jacksonville & Branford, Fla. (Contact: R. S. Dickens, 7212 Eudine Dr. N., Jacksonville, FL 32210)

April 11

17th Annual Underwater Treasure Hunt, Tacoma, WA (Contact: Dennis Putnam, 7731 182nd Ave. E, Sumner, WA 98390)

April 25

NAUI Instructor Underwater Film Review, San Diego, Calif. (Contact: NAUI South Pacific Branch, 4971 Mt. Gaywas Dr., San Diego, CA 92117)

May 7-9

6th Annual Our World—Underwater Seminar, Symposium and Film Festival, Sheraton Chicago Hotel and Medinah Temple. (Contact: Joyce Markstahler, P.O. Box 643, Wheaton, IL 60187 [312] 286-8142)

May 12-13

Undersea Medical Society Annual Scientific meeting, Carillon Hotel, Miami Beach, FL (Contact: Undersea Medical Society, Room 200, 9650 Rockville Pike, Bethesda, MD 20014)

May 22-23

14th Annual Jasper Aquethon, Jasper Nat'l Park, Alberta, Canada (Contact: C. Sinclair, 10550 109 St., Edmonton, Alberta T5H 3B2 Canada)

September 25

Int'l Ocean II, Washington, DC (Contact: Inward to the Sea, P.O. Box 41010, Washington, DC 20014)

October 1-3

8th Int'l Conference on Underwater Education, San Diego, CA (Contact: NAUI Hdqrs., P.O. Box 630, Colton, CA 92324)

October 2

IQ8 Film Festival, San Diego, CA (Contact: NAUI Hdqrs., P.O. Box 630, Colton, CA)

PARKWAY Exposure Garment Quiz

TEST YOUR KNOWLEDGE OF WET SUIT TAILORING

1) Wet suit fit is very important because it affects your:

- ☐ A. Appearance
- ☐ B. Warmth
- ☐ C. Overall comfort

2) Custom-made wet suits provide perfect fit for any diver, but off-the-shelf suits fit approximately:

- ☐ A. One percent
- ☐ B. Ninety-nine percent
- ☐ C. Fifty percent

3) The neoprene material used in wet suit manufacturing contributes to the fit of the garment by providing:

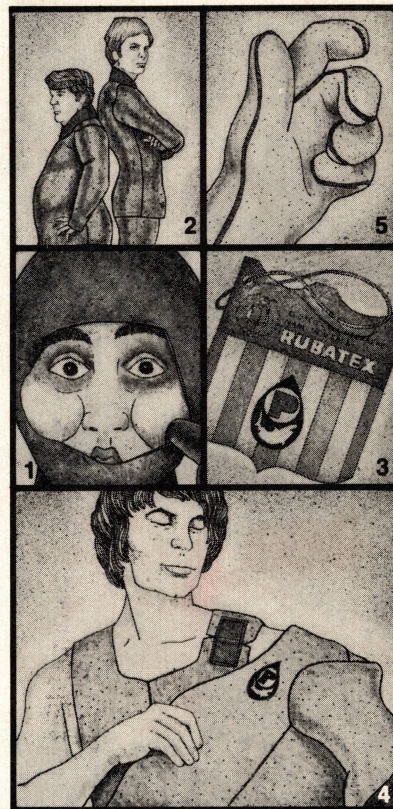
- ☐ A. Strength and flexibility
- ☐ B. Texture and color
- ☐ C. Thickness and lining

4) For maximum comfort the jacket of a coverall-type 2-piece wet suit should be:

- ☐ A. A standard jacket
- ☐ B. One size larger
- ☐ C. Specially shaped

5) Accessories such as hoods, boots and gloves fit best when:

- ☐ A. One size fits all
- ☐ B. They match suit size
- ☐ C. Selectively tailored



ANSWERS: 1) Improperly fitted suits look unattractive. And they can chafe, bind and irritate. Too tight and blood circulation is restricted. Too loose and air pockets circulate chilling water. Therefore, A, B & C are all correct. 2) With Parkway suits in over 15 sizes for men, women and children, B is the correct answer. 99% of all divers can get a perfect fit right off their Parkway dealers' shelves. Divers with extraordinary shapes, and those requiring extra pockets or pads, can order Parkway custom suits through these dealers. 3) Strength and flexibility, A, are most important. That's why Parkway uses only Rubatex G231N nitrogen-blown neoprene for their suits—sharkskin-two, nylon 2-sides and Brute Suit. Strong enough to withstand the rigors of diving, it's flexible too. So your arms and legs keep going longer with less strain. And it stretches up to 400%, enabling us to cut contours that cling to your shape. 4) Because they must be snug on bare arms and necks without being too tight around pant-top-covered torsos, coverall-type suit jackets must be specially shaped, C. Only Parkway cuts special jackets for this style. 5) You may have a big body, small head, medium hands and giant feet. So no one size is right for your accessories. Parkway selective tailoring, C, produces a full range of sizes to fit all divers. Boots with fin-kicking comfort and walking safety. Hoods that cling without choking. Gloves like the "Grabber" that let hands do what hands were designed to do.

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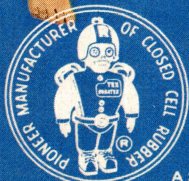
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Scuba Instructor Certification

February 29; March 20-21; April 3-4; May 15-16
YMCA Scuba Instructor Institute, Great Lakes Region. (Contact: John H. Simpson, 33112 Lake Rd., Avon Lake, OH 44012)

March 6-June 5 (weekends)
NAUI Instructor Training Course, Rockport, MA. (Contact: NAUI North Atlantic Branch, Box 291, Back Bay Annex, Boston, MA 02117)

March 6-13
YMCA Scuba Instructor Institute, Freeport, Grand Bahama. (Contact: Lynn Sweeney, P.O. Box 331, Key West, FL 33040)

March 6, 27-28; April 24-25; May 22-23; June 6
YMCA-PADI Instructor Institute, New England — Boston. (Contact: Walt Hornberger, 7161 Spire Falls Rd., Gansevoort, NY 12831)

March 14, 27-28; April 24-25; May 29-30
YMCA-PADI Instructor Institute, Western New York — Rochester. (Contact: Walt Hornberger, 7161 Spire Falls Rd., Gansevoort, NY 12831)

March 14, 20-21; April 24-25; May 15-16
YMCA-PADI Instructor Institute, Eastern New York — Johnstown. (Contact: Walt Hornberger, 7161 Spire Falls Rd., Gansevoort, NY 12831)

March 14-23
PADI Instructor Training Course, Subic Bay, Philippine Islands. (Contact: Roger Settle, DCA-SWP Clark AFB, Box 16949 PSC 4, APO San Francisco, CA 96274)

March 15-March 21
PADI Instructor Training Course, Jacksonville, Fla. (Contact: PADI College, 4593 St. Johns Ave., Jacksonville, FL)

March 22-28
PADI Instructor Training Course, Jacksonville, Fla. (Contact: PADI College, 4593 St. Johns Ave., Jacksonville, FL)

March 26-28, April 23-25, May 21-23
YMCA Scuba Instructor Institute, Appleton WI. (Contact: Ed Zepka, 600 Ridge Lane, Appleton, WI 54911)

March. 26-28, Apr. 16-18, May 7-9
YMCA Instructor Institute, Orlando, Fla. (Contact: David W. Dunsworth, 433 N. Mills Ave., Orlando, FL 32803)

March 26-28; April 23-25; May 21-23
YMCA Instructor Institute, Appleton, WI (Contact: Ed Zepka, 600 Ridge Lane, Appleton WI 54911)

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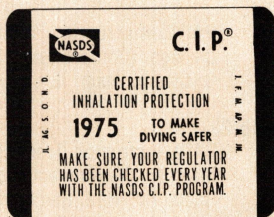


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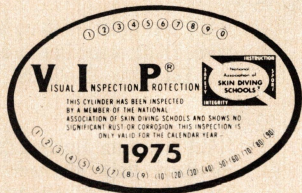
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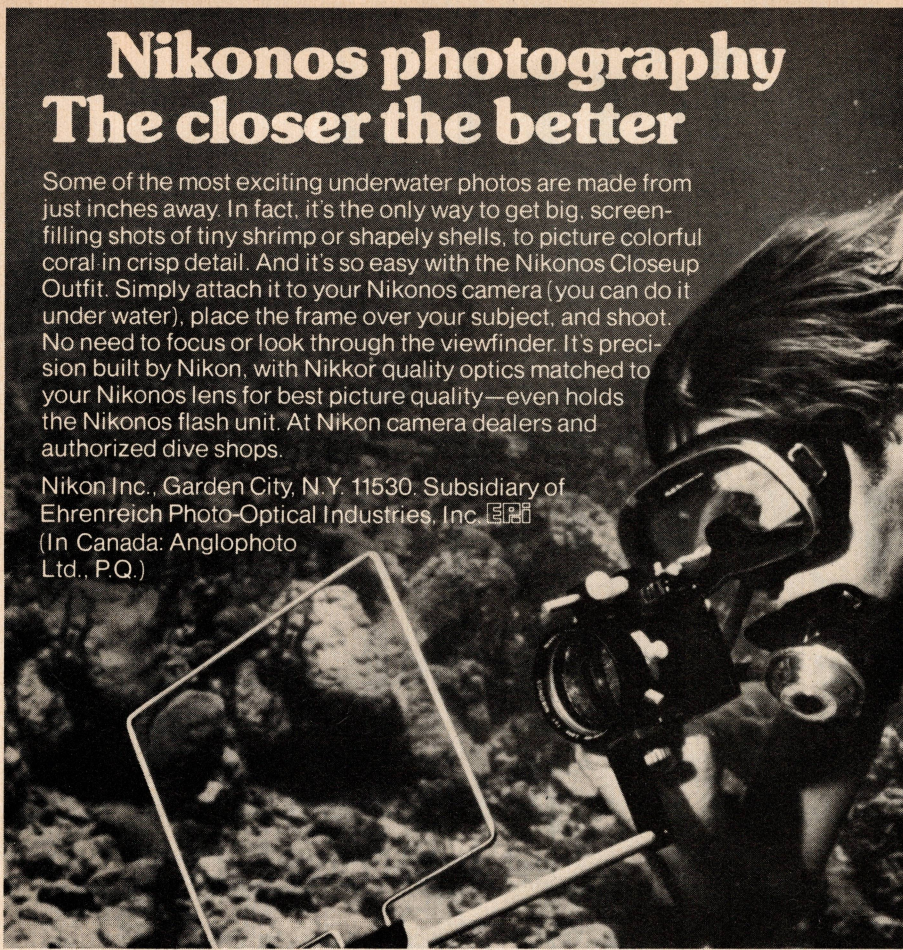
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April 5-June 24

PDIC Instructor College, Monterey. (Contact: PDIC, 320 Hoffman, Monterey, CA 93940)

April 5-June 11

NASDS Instructional College, San Diego, Ca. (Contact: NASDS, P.O. Box 7666, Long Beach, CA 90807)

April 5-June 11

PADI Instructor Training Course, Jacksonville, Fla. (Contact: PADI College, 4593 St. Johns Ave., Jacksonville, FL)

April 10-17

NAUI Instructor Training Course, Santa Barbara, CA. (Contact: NAUI, 2273 Cove Ave., Los Angeles, CA 90039)

April 23-25, & 30; May 1-2, 7-9

PADI Instructor Training Course, Chicago. (Contact: Ralph Erickson, 6033 N. Sheridan Rd., Apt 21G, Chicago, IL 60660)

May 1-9

PADI Instructor Training Course, Nassau, Bahamas. (Contact: Fran Young, East Bay St., Box N-1658, Nassau, Bahamas)

May 8-15

PADI Instructor Training Course, Akron, OH. (Contact: Bruce Reger, Pro Dive Shop, Inc., 280 West Ave., Tallmadge, OH 44278)

May 15

PADI Instructor Training Course, Chicago. (Contact: Larry Douglas, 12003 S. Cicero, Alsip, IL 60658)

May 15-23

PADI Instructor Training Course, San Marcos, TX. (Contact: Don Dibble, 1426 Ranch Rd. #12, San Marcos, TX 78666)

May 15-23

NAUI Instructor Training Course, Edinburg, TX (Contact: Don Lyles, 1407 Cedar Dr., Edinburg, TX 78539)

May 22-31

NAUI Instructor Training Course, Aviano Air Base, Italy. (Contact: Jim Haynes, TUSLOG DET 10, Box 1073, APO New York, NY 09289)

June

NAUI Instructor Training Course, Ann Arbor, MI. (Contact: Lee H. Somers, Univ. of Michigan, Space Research Blvd., 1216, Ann Arbor, MI).

June

PADI Instructor Training Course, Okinawa. (Contact: Bud Higdon, BCO, H&S Bn (Base Spl Svc) MCB, Camp S.D. Butler, FPO Seattle, WA 98773)

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NAUI Instructor Training Course, San Diego. (Contact: Mark Flahan, 2971 Mt. Gaywas, San Diego, CA 92117)

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PADI Instructor Training Course, Santa Monica. (Contact: Syd Albright, 848 Lincoln Blvd., Santa Monica, CA 90403)

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PADI Instructor Training Course, University of Las Vegas. (Contact: Ray Bailey, 5006 S. Maryland, Parkway Bldg. #19, Las Vegas, NV 89119)

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NAUI Instructor Training Course, Ann Arbor, MI. (Contact: Lee H. Somers, Univ. of Michigan, Space Research Bldg., #1216, Ann Arbor, MI)

June 21-27

PADI Instructor Training Course, Jacksonville, Fla. (Contact: PADI College, 4593 St. Johns Ave., Jacksonville, FL)

June 21-July 2

NAUI Instructor Training Course, Ann Arbor, MI. (Contact: Lee H. Somers, Univ. of Michigan, Space Research Bldg., #1216, Ann Arbor, MI)

June 21-27

PADI Instructor Training Course, Jacksonville, Fla. (Contact: PADI College, 4593 St. Johns Ave., Jacksonville, FL)

June 26-July 4

PADI Instructor Training Course, Northern Michigan University. (Contact: George & Betty Tomasi, 455 E. Ridge, Marquette, MI 49855)

June 28-September 3

NASDS Instructional College, San Diego, Ca. (Contact: NASDS, P.O. Box 7666, Long Beach, CA 90807)

(Continued on Page 33)

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(If you're coming to New England for the bicentennial, see the original painting "Spirit of '76", located in Marblehead, Mass. — Only 7 miles (one mile by water), from New England Divers' Headquarters in Beverly.)

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Our Future in Depth

Syracuse, New York will be the scene of an underwater film festival and seminar program as Our Future in Depth presents its third annual underwater symposium on April 10, 1976.

Starting at 9 a.m., a seminar program for divers and the general public will feature lectures and audio visual presentations by recognized experts in the diving and marine science fields. Simultaneous presentations on several topics will give attendees their choice of subject matter in this day long program.

Running concurrently with the seminars will be a career workshop for young people who are interested in pursuing careers in diving and the marine sciences. Representatives from several colleges that have marine science programs will participate in this workshop.

The evening film show will star four personalities who are known throughout the diving world for their films.

Diving physician and author, Dr. Joseph MacInnis, will present for the first time in the United States two films on Arctic diving. One film documents man's first dive at the North Pole. Diving through Arctic ice with closed-circuit scuba is the subject of the second presentation. Dr. MacInnis, a Canadian, is a

pioneer in cold water diving. His work in Lake Huron, Hudson Bay, and the Arctic has opened up a new world to divers.

Another Canadian, Jack McKenney, SKIN DIVER Editor and gold medal winning underwater cinematographer, will present his new film, *Fish Antics*, plus another example of his outstanding work. Jack has traveled the world to do articles for SKIN DIVER and to film his award winning productions. He has logged 31 dives on the *Andrea Doria*.

Al Giddings is known wherever underwater films are shown. One of his films is a finalist for an Emmy. He will show one of his latest productions.

Globe trotter Stan Waterman is now editing film from his latest expedition to be shown to the Syracuse audience. He has been featured in every Our Future in Depth event since the first, and last year was presented the Oceanus Award by Our Future in Depth for his many contributions to our understanding and enjoyment of the sea.

All of these events will take place in the magnificent new facilities of the Onondaga County Civic Center. This complex provides ample meeting rooms and a 2100 seat theater, plus facilities for an after show speakers' reception. This reception will give the public an opportunity to meet and talk with the daytime and evening speakers in a relaxed, informal atmosphere. The spacious lobby

will house displays of underwater archaeology projects, dive clubs from all over New York State, equipment manufacturers, and diving resorts.

Our Future in Depth is a non-profit corporation. Income from this annual event is used to finance the Clayton Link Scholarship Fund for students in the marine sciences. Tickets for the daytime seminar and workshop are \$2.50. Evening tickets are priced as follows: Balcony, \$3; Orchestra and Mezzanine, \$5; Patrons' Section, \$15. For tickets and information, write to Our Future in Depth, 1425 Erie Blvd., East, Syracuse, N.Y. 13210, telephone (315) 479-5544.

Our World — Underwater VI

by Joyce Markstahler

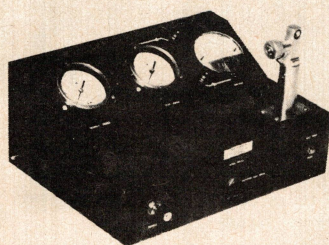
Sharks! Sharks! and more Sharks! will be the theme of the special matinee at Our World — Underwater VI being held in Chicago on May 7, 8, and 9, 1976, at the Sheraton-Chicago Hotel and Medinah Temple.

This year will include many of the same activities as previous years, but there have been several changes in format to make the whole weekend more rewarding, exciting, and informative.

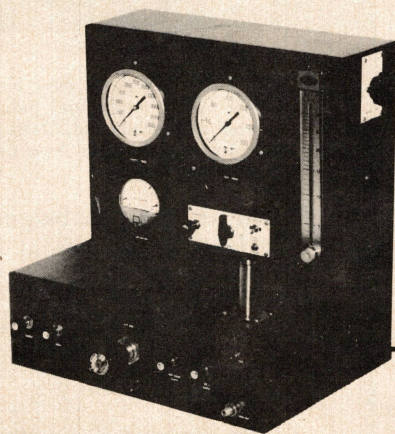
Festivities begin at Friday night's pre-program cocktail party and reception in the East and Tally-Ho Rooms of the

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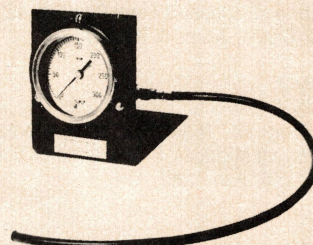
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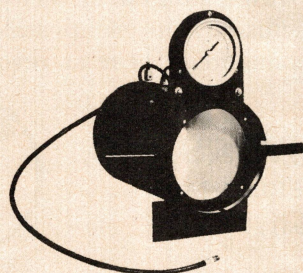
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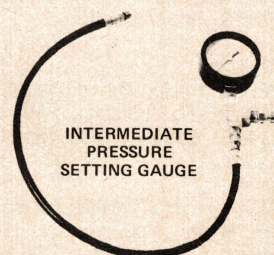
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Sheraton-Chicago where there will be more than 40 booths and exhibits. The party begins at 7:30 p.m. and runs until 11 p.m. when the First Decompression Stop Pool Party begins to run until 2 a.m.

Saturday morning, May 8th, begins with five seminar rooms running simultaneously at the hotel from 9 a.m. until noon — where leading underwater experts of the nation will cover sea life, beyond the basics, emergencies, specialties, and potpourri. After lunch (1 p.m.) two seminar rooms, wreck diving and travel will run concurrently at the hotel while Stan Waterman emcees the Sharks matinee at Medinah Temple.

At 5:30 p.m. those attending the Scholarship Banquet will meet this year's recipient of the annual \$5,000 Our World — Underwater Scholarship and hear about last year's recipient adventures.

At 8 p.m. the evening film festival will feature outstanding new films by Dr. Joseph MacInnis (the evening emcee), Stan Waterman, Rick Frehsee, Jack McKenney, and Al Giddings. The films include *In the Land of the Narwhal*; *The Search for the Shinohara* (an International Emmy award nominee); and *The Dance of the Spiny Lobster*. The \$5,000 scholarship grant and the Our World — Underwater annual award will both be presented at this time.

Sunday there will be three workshops, including photography, food from the sea, commercial diving, and a seminar

room with the best of the middle coast diver's presentations. These four rooms will run from 10 a.m. to 1 p.m.

Special rates are available at the Sheraton-Chicago Hotel, 505 N. Michigan Ave., Chicago, IL 60611. For reservations contact the hotel directly.

Tickets for Our World — Underwater VI are on sale now. Advance priced (valid until April 1, 1976) are: cocktail party \$5; Saturday seminars \$5; film festival \$4.50; Sunday workshops \$3. Package price is \$15.50. After April 1st — cocktail party \$6; seminars \$6; film festival \$5; Sunday workshops \$3.50; and package prices \$18.50. The scholarship banquet is \$12.50. NOTICE: There will be an additional charge for the Sharks matinee. These tickets will be on sale at the festival and are not included in the package price or available for advance purchase.

For information and tickets write to: Our World — Underwater, P.O. Box 643, Wheaton, IL 60187.

Your Future in the Sea

The American Littoral Society's seventh symposium on Your Future in the Sea will be held at Hunter College, 69th and Park Avenue, New York City, Saturday afternoon and evening, April 3.

Al Giddings, Roger Payne, and Elgin

Ciampi, will headline a three hour evening program (8-11 p.m.) of underwater films on the sea.

Giddings will show his award-winning *Sea of Eden*, and Elgin Ciampi will show his new movie *Porpoise Pets* which features the training of porpoises in small, private aquariums. Roger Payne will show his major new film on right whales in South America. There will be other short film features and the Society will present its James Dugan Award, whose previous winners include Philippe Cousteau, Eugenie Clark, and Wheeler North.

A daytime program from 1-5 p.m., also at Hunter College, will include informal panels on aquaculture, diving scientists, and environmental problems.

Hal Goodwin, former director of the U.S. Sea Grant Office, will chair a panel discussion on aquaculture. Ricky Grigg of the University of Hawaii will show a film study of underwater volcanoes and coral reefs, and Elgin Ciampi his film on scientific diving. Also covered will be dangerous marine animals, salt marsh conservation, offshore oil drilling, and fish migrations, plus a series of short underwater films.

Tickets for the events are priced at \$2.50 for daytime, \$3.50 for the evening, and a combined ticket for \$5. Tickets and detailed information may be obtained by writing American Littoral Society, Highlands, N.J. 07732.



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THE DEEPEST MAN IN THE WORLD

Jacques Mayol dives 316 ft. for science

by Gaetano Cafiero

Holding his breath, 48-year-old Jacques Mayol made a successful dive to 316 feet, the height of a 31 story building. Mayol, born of French parents in Shanghai, China, is a rover, never residing in any one place too long. He's lived in France, Japan, the Bahamas and the States and is now residing in Italy. Although many years ago Mayol began his deep diving as a sport, he quickly realized that he had much to offer, and, working in conjunction with a team of medical doctors, has produced some exciting and scientifically valuable observations. He chose Italy to carry out his experiments because of the interest in free diving in that country, and it was there that he met Cressi-Sub, the dive equipment manufacturer who was to sponsor his experiments.

During his breath hold dives Mayol wears two wet suits, a pair of long, yellow fins, and instead of a face mask, special contact lenses made for him by French optician Pierre Mosse from Marseille. He is a practicing yogi and prior to his descents he enters a period of calm relaxation and breathing exercise that lasts for 30 minutes.

In September of last year, diving almost every day, he allowed doctors to thread a catheter into the vein of his left arm as far as vena cava above his heart. Holding his breath at 150 feet, Mayol kept motionless for three minutes and 40

seconds while diving doctors drew blood samples from him.

The doctors also drew samples from scuba divers at 150 feet, and at various other depths, too. They then compared the blood samples from depth with samples taken from the men out of water. The experiment proved that in breath hold divers, as in sea mammals, the blood shift takes place with an increase in the red corpuscles and the blood platelet count. (The platelets are the formed elements in the blood necessary for clotting.) In other words, blood transfers from the extremities (legs and arms) to the lungs and brain — the organs that require more oxygen. But they also found that in scuba divers there is a decrease in blood platelets from 15 to 20 percent because of an endothelium lesion, a lesion in the lining of the blood vessels, caused by a chemical process, which is known as the bends.

This led the doctors to determine that to avoid decompression sickness, it would be useful for scuba divers to ingest, before diving, some anti-aggregant, even as simple as aspirin. Dr. Giancarlo Oggioni, chief of Mayol's medical team says: "This confirms the experiments made in laboratories by Canadian and American scientists in 1973 in Toronto, Canada."

In addition, electrocardiograms utilizing a portable Seimens to record the EKG

encased in a Cressi blimp were carried out on Mayol in depths to 203 feet. Heart pulses went down to 28 per minute from a normal 60-90 per minute. Also at 60 to 62 meters intrathoracic pressures and blood shift had been measured. It had increased by 120 percent from 12 to 27.

Although Mayol is scientifically oriented as far as his deep dive experiments go, he is also philosophical about it. Diving so deep, he wants to demonstrate that the future *Homo Aquaticus* will be able to live underwater, in terms of minutes, like a sea mammal, perhaps longer than four or five minutes. Dolphins are his gods. When he sees dolphins jumping off in the distance, he feels certain that his dive will be successful — that he will be able to go deeper than he has ever gone before. Prior to making his dive to 302 feet and becoming the deepest man in the world, he saw dolphins playing off in the distance.

"I think," he says, "that the human body hides a sort of mechanism, inherited from the past, perhaps millions of years ago when men weren't apes, but sea animals. When this mechanism is recognized and recovered, men will be able to work underwater at very great depths, without air tanks, like dolphins, seals and whales.

"When I'm down there," he says, "I'm not a man anymore, I'm a sea creature. I belong to the water." >

Pictured on the opposite page is Jacques Mayol at the bottom of his 316 foot dive for science. At the right is Dr. Giancarlo Oggioni threading a catheter into Mayol's left arm. Mayol has allowed doctors to thread a catheter into the vein of his arm as far as vena cava above his heart. Doctors have, in this way, monitored the changes in Mayol's blood. Far right, a ballast to help Mayol with the ascent, and Lexan instrument panel with a depth gauge and watch.



photography by Guido Picchetti





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Planet Ocean

This year's Third Annual Planet Ocean Underwater Panorama and Film Festival will be held Saturday, March 27, on Long Island and Saturday, April 3, in Westchester County. This event, sponsored by the North Shore School of Skindiving, will be highlighted with an agenda featuring topics and films covering commercial diving, Long Island's artificial reef complete with a two man habitat, and the latest in dive resorts. There will also be the awarding of lobster contest trophies and the judging and exhibition of the Second Annual North Shore Underwater Photography contest.

For more information concerning this event, contact the North Shore School of Skindiving, 58 Larkfield Road, East Northport, New York 11731, or call (516) 757-2252.

DIT Discovery

If it had not been for a new expanded professional diving course which was recently implemented by the Divers Institute of Technology in Seattle, Washington, a late model car containing



human remains would probably never have been found in the Lake Washington Ship Canal.

During the last eight years the Divers Institute of Technology has offered its students a 14-week commercial diving course which basically covers all facets of commercial diving and which qualified the successful graduate to enter the diving industry. As with anything else, commercial diving techniques are changing at a rapid pace and divers today require new skills and talents as compared to their counterparts of a few years ago. Changing manpower needs in the diving industry require better trained men and with this in mind, the Divers Institute of Technology developed their new advanced six-month program which includes advanced training in areas such as underwater welding and cutting, mixed gas diving, saturation theory and techniques, underwater TV and sound devices, advanced scuba training, scuba instructor certification, etc.

It was during the very first session of the advanced scuba course that the car



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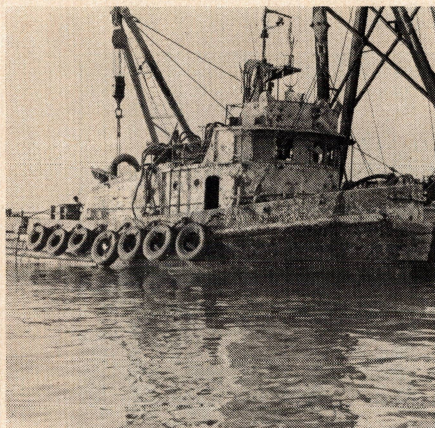
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and body were found in the canal by two students while they were on a simulated search exercise. The car and human remains were recovered on November 21, 1975, from 25 feet of water off the 14th Avenue Northwest Public Boat Ramp which is located near the school. The car most likely went into the water from the boat ramp — it was found on its top about 125 feet from shore, straight out from the ramp. The car was last registered in 1973 and it had evidently been in the water for nearly three years.

Persons interested in learning more about the Divers Institute of Technology may write to them at the following address: P.O. Box 70312, 1133 N.W. 45th Street, Seattle, Washington 98107. >

Tug Salvaged

The *Ice Fog*, a 70-foot tug, sank in 130 feet of water on the edge of the Gulf Stream off Key Largo, Florida. Since there was almost no damage to the boat and very little floating debris, the tug became an interesting site for scuba divers.



Photograph by George Wielander

Because there was so little damage to the tug, it was salvaged late in 1975 and overhauled in Miami. The accompanying photograph shows the salvaged tug being taken in for work. >

World Wide Divers in NY

World Wide Divers announced the opening of its new dive shop at 155 E. 55th Street in New York City. The store, an exclusive retail dive shop, will offer a full line of equipment as well as air, service and repair facilities.

Run by ex-naval officers and divers John Thomas and Peter Van Leight, the shop will also provide approved certification courses of instruction. In addition, World Wide Divers will have its own travel desk which will be able to provide world wide bookings and dive tours.

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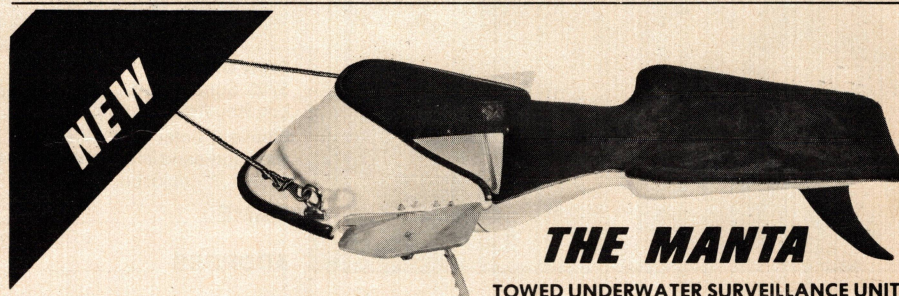
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(Continued from Page 25)

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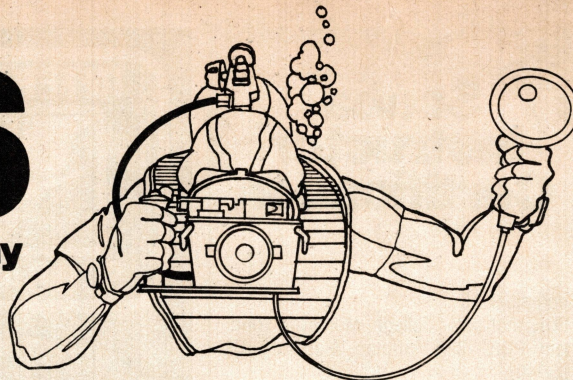
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abc's

of underwater photography

By Jim and Cathy Church



SELECTING A CAMERA CHAPTER 3

SIMPLE CAMERAS

If you'll settle for snapshots, a simple camera may do the job for you. By "simple cameras," we mean those with fixed focus and preset exposure for average above water daylight. Such cameras are best used in clear, shallow water with a bright sun overhead, and usually with upward camera angles. You simply point, shoot and hope that enough light reached the film for an exposure.

Some of the newest simple cameras have limited automatic exposure control. If so, be sure that this control does not depend on prolonged shutter openings — 1/30 second or slower — or you may end up with blurry pictures.

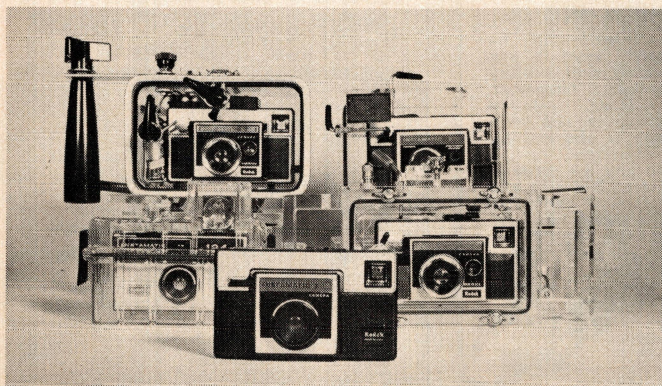
Flashcube systems are available for some simple camera housings. But because the wiring is exposed to seawater, such systems are not always reliable. Also, with the least expensive housings for simple cameras, the camera lens is sometimes behind molded plastic which isn't always clear or flat — the result: blurry pictures.

Simple cameras offer several advantages:

1. Price — You can often purchase the camera for \$20 or less. A housing will cost about \$20 to \$40.
2. Small size — Many simple cameras are pocket-sized. Even with a housing, they form a compact, lightweight unit.
3. Film format — The two basic film formats used with simple cameras are 126 and 110. Both are widely distributed.
4. Above water — the simple cameras are great for snapshots without your having to fuss with camera adjustments.

However, there are some disadvantages:

1. Limited Capabilities — as your abilities and interest expand, you may soon outgrow the camera. Underwater, you are usually limited to bright conditions, upward camera angles and often to fixed camera-to-subject distances.
2. Flash Problems — Flashcubes mounted near the camera housing will reflect light back to the lens from suspended particles in the water. This causes bright spots to appear in your pictures.
3. Picture Sharpness — The small negative, combined with an inexpensive lens behind molded plastic, acts to reduce picture sharpness when enlargements are made.



In the above picture are Kodak Instamatics with plastic housings.

ADJUSTABLE CAMERAS

If you're really serious about underwater photography, we advise you to select an adjustable camera with controls for focus, aperture and shutter speed. For best results, this camera should have a film format no smaller than 35mm, and it should accept interchangeable lenses for greater versatility.

There are many fine 35mm cameras — often with SLR viewing and automatic exposure control — which can be housed for undersea photography. However, the major problem with many of these cameras is that the SLR viewer is too small for effective use underwater.

The two most adaptable 35mm SLR cameras for underwater photography are, in our opinion, the Nikon F (or F2) and the Canon F-1. Large SLR viewers are available for both of these cameras, and the Canon F-1 features an exposure meter indicator needle in the viewer. Both offer motor drive.

If you can spend the money, you can step up to a Hasselblad system which offers SLR viewing and focusing, strobe synchronization at all shutter speeds, interchangeable lenses, the large 120 film format and many other features. However, such a system may be more than the average sport U/W photographer really needs.

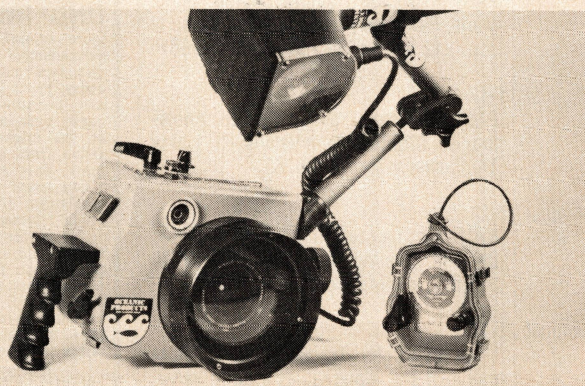
Adjustable cameras have many features and advantages:

1. Exposure Controls — First of all, you can control the exposure to compensate for dim or bright conditions.
2. SLR Viewing — With the larger SLR viewfinders, you can use through-the-lens viewing for both aiming and focusing.
3. Interchangeable Lenses — You can use different lenses for wide-angle, normal or close-up photography.
4. Film Format — The 35mm and 120 formats are widely used by amateurs and professionals alike. Film and processing is usually available.

Some of the disadvantages are also important:

1. Small SLR Viewers — It is usually impossible to see the entire viewing screen at one glance when the camera is used inside a housing, and your face is behind a mask.
2. Hard To Focus — SLR cameras are sometimes difficult to focus in dim light. A handlight can be used to illuminate the subject for focusing.

photography by Authors



Above is a Nikon F camera in an Oceanic Products housing.

SELECTING A HOUSING

PLASTIC HOUSINGS

Plastic housings are available for a wide range of cameras from the simplest of Instamatics to professional quality Nikon, Canon and Hasselblad systems.

The housings for the simpler cameras are basically boxes with controls for shutter release and film advance. The housings for the more complex cameras are fitted with control rods for a variety of camera functions and may have interchangeable ports for use with interchangeable lenses.

Compared to metal housings, plastic housings have some definite advantages:

1. Cost — Plastic housings are usually less expensive than metal because material is less expensive, easier to form.
2. Light Weight — Plastic housing bodies are lighter than metal bodies which makes them easier to transport.
3. Transparent Bodies — Because the housing is transparent, leaks are easier to detect.
4. Corrosion Resistant — The plastic body of the housing does not corrode. Only the metal fittings of the housing are affected by seawater.

However, plastic housings do have disadvantages:

1. Controls — The controls on some plastic housings, in our opinion, are poorly designed and awkward to use.
2. Buoyancy & Balance — Some plastic housings require lead handles to offset buoyancy which negates the advantages of a light-weight body. Others are not balanced to assume an upright position.
3. Internal Reflections — Light sometimes reflects around inside the housing — especially with a camera with chrome parts. Portions of the housing's interior can be painted black, and shiny camera parts covered with tape to combat these reflections.

METAL HOUSINGS

Metal housings are often preferred for use with some of the more expensive adjustable cameras, such as the Nikon, Canon or Hasselblad, although plastic housings are also available for these fine cameras.

Some of the features of metal housings are as follows:

1. Balanced Buoyancy — The balance between buoyancy and the housing's center of gravity are usually excellent. Underwater, the housing can be held in an upright position easily with one hand, and it can be set on the bottom without turning over or floating away.
2. Ease Of Operation — The controls for aperture, shutter speed and focus are usually well-placed and can be operated without having to aim the camera away from the subject.
3. Strobe Arms And Brackets — At this writing, the metal housings appear to have better systems for attaching strobes and adjustable strobe arms to the housing.
4. Strength — Metal housings are stronger and are better able to survive accidental impacts which could damage a plastic housing with cemented joints.

Naturally, metal housings have their disadvantages:

1. Cost — Metal housings can easily cost hundreds of dollars and usually cost significantly more than plastic housings.
2. Weight — These housings are bulky and heavy to carry — especially if you are traveling by plane. The bigger and more complex the camera, the bigger and heavier the housing.
3. Corrosion Problems — Metal housings can have corrosion problems if not properly maintained. Soak the closed housing occasionally in a solution of two cups of white vinegar in about five gallons of fresh water to dissolve salt deposits in tight places. Spray screws and fittings with WD-40 to dissolve corrosion, and silicone spray to prevent corrosion.

EVALUATING A CAMERA/HOUSING SYSTEM

Answer each question YES or NO.

- | YES | NO | |
|-----|----|---|
| | | 1. Does the system offer features — such as exposure controls — which may delay your outgrowing the system in a short time? |
| | | 2. Are accessories available — such as lenses, strobe units and brackets — for this particular system? |
| | | 3. Have you used this system before, or have you had serious discussions with others who have? |
| | | 4. Have you written down a list of the advantages of the system as best you can? |
| | | 5. Do you realize that you may have to accept some disadvantages to gain those advantages which are most important to you? |
| | | 6. Have you asked the dealer about warranties, parts, and repair services for both the camera and the housing? |

PHOTO QUIZ

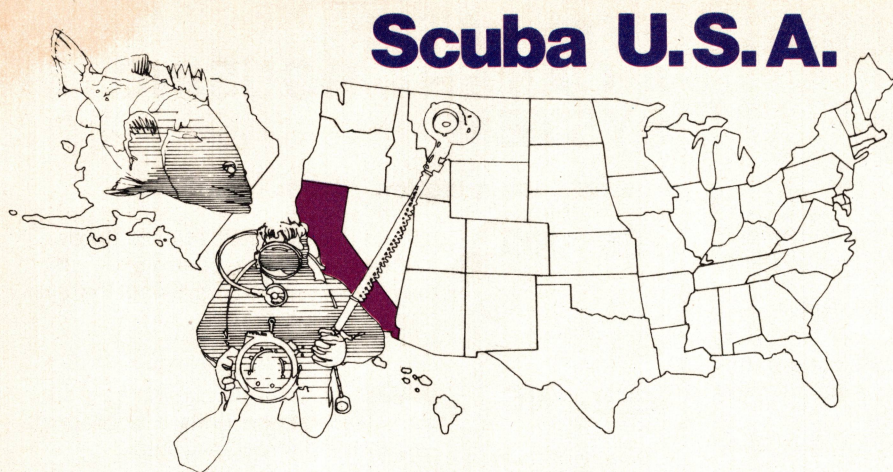
1. Are all 35mm SLR viewing systems fully effective when used with a housed camera?
2. Is the 35mm format widely used by both amateurs and professionals alike?
3. Are simple cameras best used in clear, shallow water, and do they often limit you to upward camera angles?
4. Are automatic exposure controls which depend on extremely slow shutter speeds a good feature for underwater photography?

NOTE: Neither Jim and Cathy Church or SDM can critique your quiz or assignment. Answers to the above: (1) no, (2) yes, (3) yes and (4) no.

ASSIGNMENT

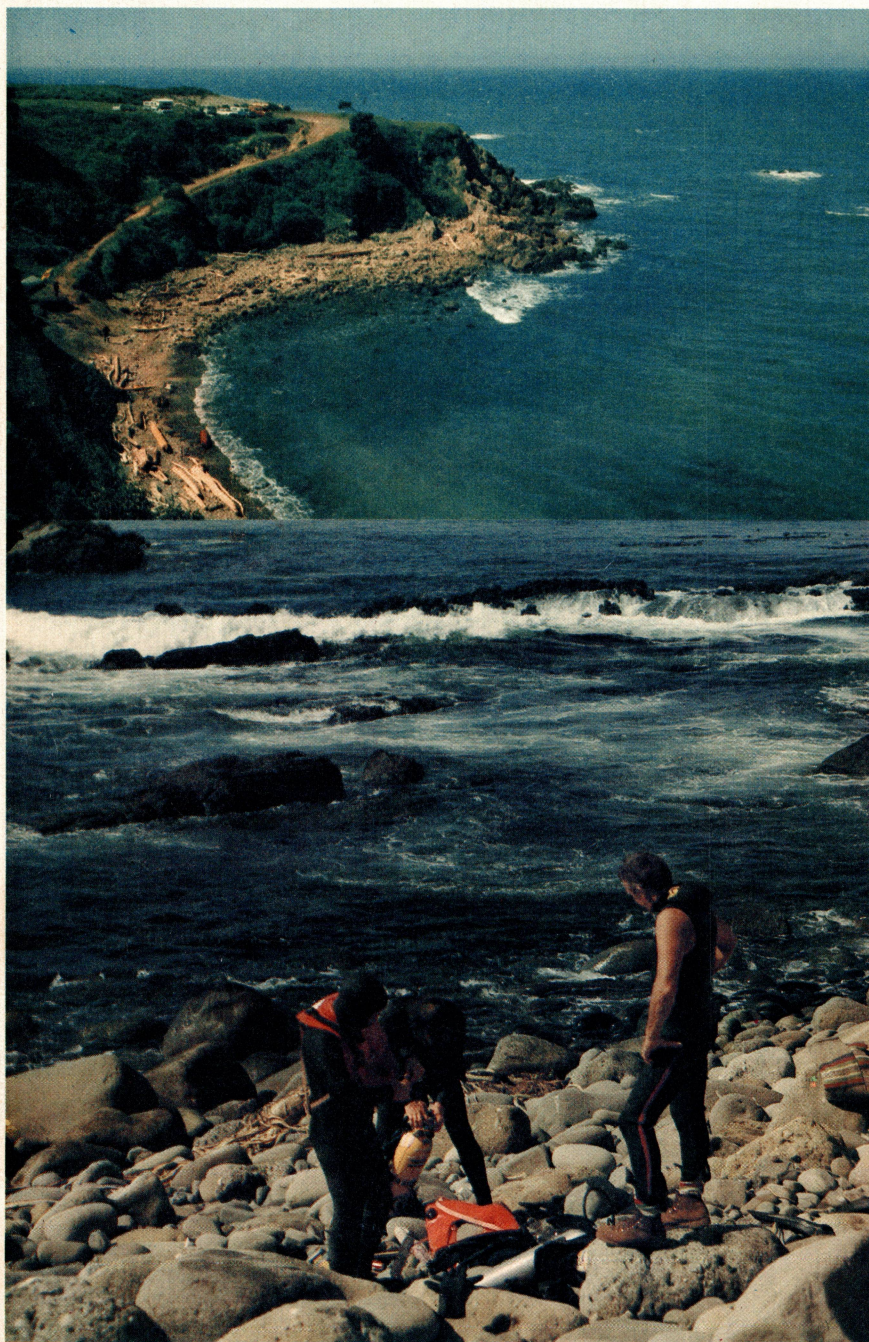
If you are planning to buy a camera or housing for U/W photography, do the following:

1. Collect descriptive advertisements about the camera, housing and accessories you are considering. Study them critically.
2. Seek the advice of experienced U/W photographers in your dive club or locale.
3. Consider taking an U/W photography course before investing heavily in equipment.
4. Consider each camera/housing system with the checklist given above. Two or more "no" answers: give it more thought.
5. Don't try U/W photography until you have become a safe, certified diver.



California's Wine Country

By Mark E. Gibson



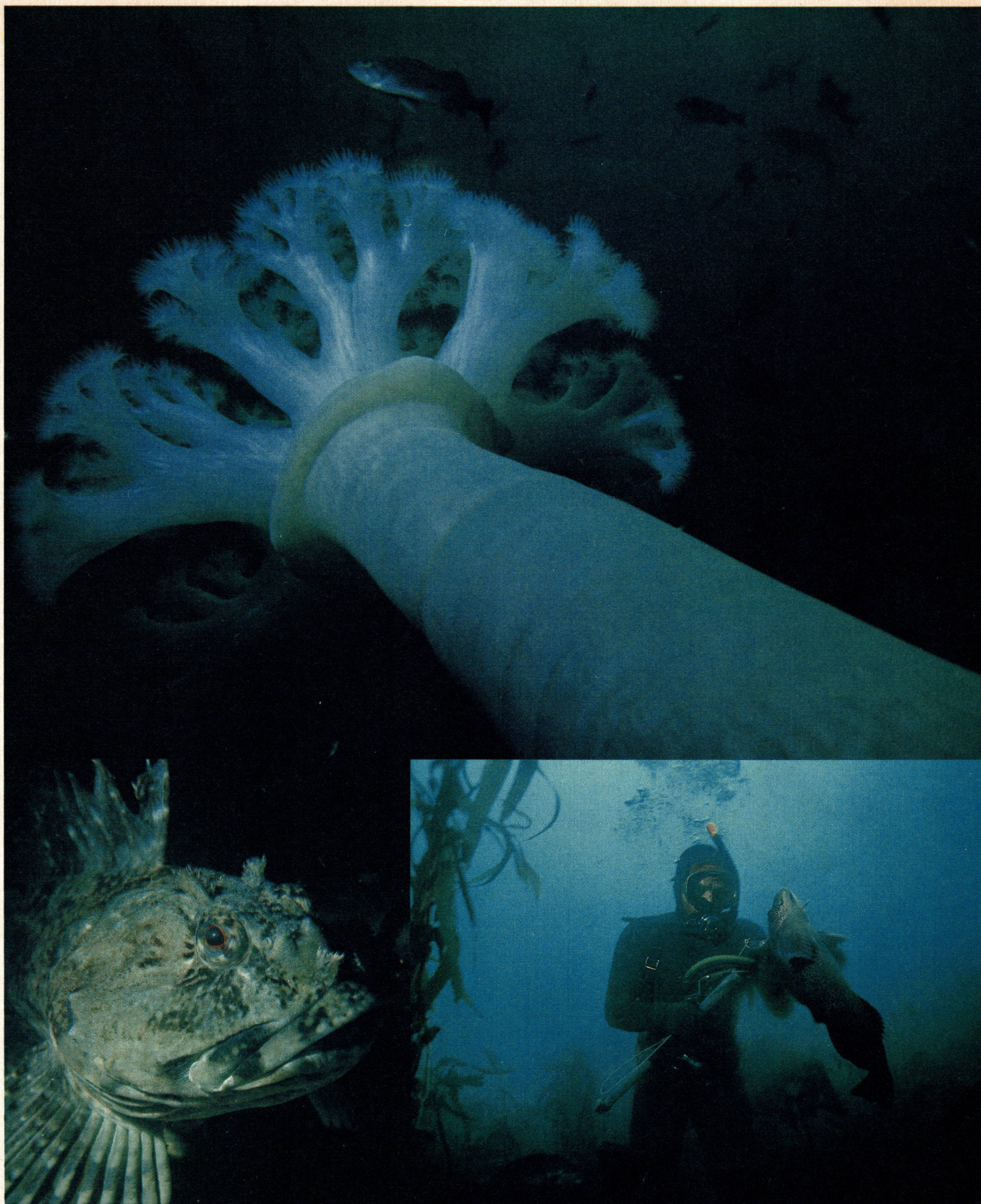
photographs by Author

It has frequently been said that the finest abalone diving in North America is along the Sonoma County coast in California. This belief is attested to by the relative ease by which free divers can attain their bag limits. Because this county is the second county north of San Francisco, it experiences much diver usage. In addition to diving for seven to eight inch red abs, many divers enjoy this coastal environment for spearfishing, training, observation, photography, and plain old relaxation. While the waters of this coast offer something for every diver, there is an added attraction. There are at least nine major access points through which divers can reach the sea, not to mention all the lesser known spots.

Using San Francisco as a reference point, the southernmost dive site, The Barns, is 96 miles north of San Francisco, while the northernmost site, Horseshoe Cove, is 110 miles north of San Francisco. Thus all these dive sites are found less than 15 miles apart on the coast Highway 1. Because they are so close together it is generally said that the Sonoma coast is a two hour drive from San Francisco.

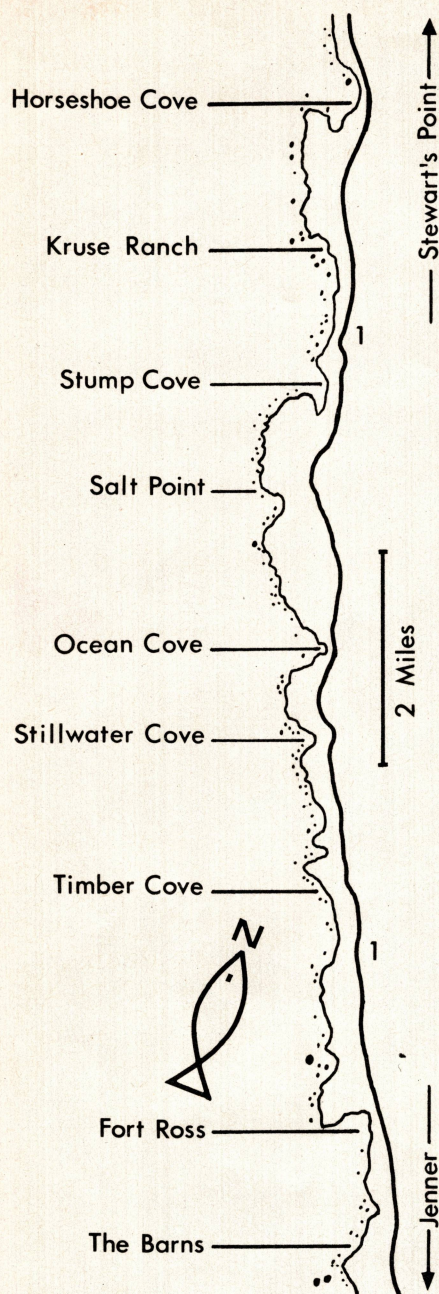
This drive is frequently beautiful, but incredibly variable. Leaving at six in the morning to beat high afternoon winds on the ocean, driving often is through fog, especially when we go over the Golden Gate bridge. Continuing north on Highway 101 about 55 miles, we pass Santa Rosa and exit onto River Road. This gracefully winding drive takes us through Guerneville and stands of majestic redwoods. From Jenner we get our first glimpse of the Pacific.

Jenner signifies the beginning of a rough and demanding drive. The two lane road was blasted out of the cliffs hundreds of feet above the ocean. On only a few curves do we pass any guard rails. Sheep rest in the middle of the road hidden behind a ten mile per hour curve that is shrouded in fog. The road narrows to one "courtesy lane" because the out-



photographs by John Clark, Sea Silhouettes

Opposite page, top picture shows Ocean Cove with its spacious parking area and an easily traversed trail to the rocky beach below. This dive site is very good along the northern and southern walls of the cove for red abs. The area below the bluffs to the south of the cove is superb for marine life, but not as easily accessible. The picture below shows the rocky beach at the north end of Horseshoe Cove. The cove is good for abalone and fish, is free and unmarked. The photograph on this page include some typical California underwater sights: Above is an unusual angle showing a white sea anemone. Left, above picture is of a cabezon; right, above is diver showing his speared catch—again photographed in Sonoma county waters.



The above is a map showing the Sonoma County coast in California. This area is known for some of the best abalone diving in North America. And diving for abalone in Northern California is strictly by free diving. The southernmost point on the map, The Barns, is 96 miles north of San Francisco. The drive from San Francisco takes two hours, and all the dive sites are less than 15 miles apart on Highway 1.

side lane was washed away during the last winter storm. We continue, with some uneasiness, until we reach The Barns, 10 miles north of Jenner. Not only is this a welcomed site in terms of diving, but from this point north the highway is considerably less nerve wracking. It is here, at The Barns, that we will start a tour of the most popular dive sites on the Sonoma coast. We will pause long enough at each spot to find out what we normally can expect above and below the water.

For the moderate fee of \$2 per car the owner of The Barns will let us drive across his property to the edge of some bluffs that rise 60 feet above the water, or he will let us into his valley, which we can follow almost to the shore. The valley trip is much less demanding, when it comes to carrying gear, than the bluffs, so this is where most diving takes place. Climbing over the small hill between the valley and the beach is some work, but not that much. Some divers carry their gear, others wear it. Once in the water, kelp usually is sparse and the bottom near shore doesn't get much deeper than 40 feet. Like the surrounding areas the bottom is very rocky and loaded with small reefs. Most diving here is for abs, which can only be done free diving — though tank divers enjoy this area also.

Fort Ross State Historic Park is only a mile to the north. The park currently has a built-in anti-diver clause: there is a half mile walk between the parking area and the beach. Now we can drop our gear off after we have spent untold amounts of time finding the ranger with the key to the gate, but one of us has to drive the car back up to the lot and walk back down to the beach. It follows, then, that after diving one of us has to walk up to the lot, get the gate opened again, and bring the car back down. Sometimes this routine works out as best as possible, and sometimes it doesn't. At any rate, there is no charge for admittance to the park.

The beach is situated on the southern shore of the southernmost of two coves. Diving in the south cove usually is bad because of poor visibility. Outside and to the south is only fair for ab diving. The north cove and its northern points are the best diving areas at Fort Ross, but they are three-eighths of a mile from the beach. The remains of the *Ponoma* are located at just about dead center in the north cove. Kelp is light and the bottom is not much more than 35 feet deep. The best ab diving is around the northern point, but the water here frequently is very rough.

Timber Cove is three miles north of Fort Ross and is very conspicuous because of all the trailers parked there. On a good day this place is packed with divers willing to pay about \$3 for access. There are two places where we can get down to the water. The usual way is to walk down the boat ramp behind the of-

fice. This area borders a small cove that is moderately shallow. The best diving is to be had near the northern and southern points of the cove because the bottom in the middle of the cove is fairly barren. To the north, the long point often is tempting to go around. This is all right on an exceptionally calm day, but on an average day it is a rough and dangerously long swim. The other way down to the water is a path that cuts through the brush at the southern end of the parking area. This path winds across the top of a bluff that isn't recommended for unsure feet. The path ends at a flat landing that is exposed on low tides. The diving from this point is very good, especially for abs, but carrying tanks and other goodies is not the safest thing to do on this path.

Not quite two miles north of Timber Cove is Stillwater Cove. Here there is free access because the property is county owned. Cars are parked along the road as it follows the contours of the cove. There is a short walk to the beach once we have climbed down the small bluff. Even though the gate often is open, only county vehicles may enter. This is a well protected cove that, during high seas, is the only safe place divers can enter the water. Inside the cove the bottom is moderately rugged and barren. Visibility near shore usually is quite bad, but it clears up several hundred feet off shore. Kelp never really gets thick. The best overall diving is near and around the northern and southern points of the cove. Caution should be exercised in these areas, however, because the wash rocks create many tricky currents. Straight out to sea from the beach, in about 40 to 50 feet of water, is good fishing.

Ocean Cove, less than a mile north of Stillwater Cove, is my favorite Sonoma coast dive site. The trespass fee is \$1 per person, diver or not, \$2 minimum. Once past the main gate the road forks. The main road goes to the right and leads to the top of a bluff. From here there is a wide path that leads down to the rocky beach. The bottom inside the cove is no more than 25 feet deep and is quite rugged. The best diving, especially for fish, begins around the wash rock at the mouth of the cove. The northern and southern walls of the cove, and the nearby areas, are very good for red abs. Kelp on the south side gets very thick, but it isn't the kind that wraps around divers. Seaward from the washrock is very good diving in 35 to 50 feet of water.

The southern fork of the road leads to some bluffs immediately to the south of the cove. This area is superb diving. Abalone, fish, kelp, rugged scenery, and diverse bottom organisms make this area quite rewarding on calm days. The only drawback is that all the paths that lead down to the water are steep and frequently covered with loose sand. Thus, hauling tanks down and up from this area

can be quite good for your heart. Divers on boards can easily reach this area from inside the cove.

Salt Point State Park, just over a mile from Ocean Cove, has much frontage on the ocean, and day use is only \$1. The main road leads down to the terrace, while there is a fork that parallels the southern shore. Divers are allowed to get in the water any place they can climb down. However, most divers work off the southern side of the main point and through Gerstle Cove, a marine reserve. The bottom is quite rugged and runs not much more than 45 feet deep. The reefs to the south of the point are very good diving for abs and fish, while the kelp in the area can get very thick. Divers should stay away from the rocky and rough waters off the tip of the point.

Access along the southern shore is anywhere we can climb down. But due to steep cliffs there are only a few frequently used paths. This area is used most often for ab diving and free diving spearfishing. The wreckage of the *Norlina* can be found in this area.

Stump Cove (known also as Bull Pines Cove), one mile north of Salt Point, is state property and has no trespass fee because it is undeveloped. A moderately long and gradually sloping path terminates at a deep and wide sandy beach. Surf here usually is very light, but farther out of the cove large swells are more the rule. The bottom of the cove, unlike all the others, is almost completely sand. Thus the only real diving is along the outer walls and their points. Visibility near or inside the cove rarely exceeds ten feet. Divers should stay away from the northern wall on rough days because this area is located with dangerous (but, unfortunately, attractive) crevices. Because of the usually heavy seas and the limited visibility, this cove experiences relatively little use, and even that often is limited to ab diving only. One thing good about this area, however, is that it has johns and picnic tables anyone can use free of charge.

Kruse Ranch (known also as the Red Barn), a little over a mile north of Stump Cove, requires a fee of \$3 per car. If the owner isn't around to collect, you can leave the money and car license number at the house across the road. A long walk across a pasture, two climbs over fences, a climb down a 30 foot rocky bluff, and you can be on the rocky beach. Because of all the hassle to get to the water, tanks are rarely seen here; most diving is for abs and fish. The bottom is very rocky and shallow, kelp usually is sparse, and visibility rarely reaches 20 feet. Some of the better diving is toward the northern point of Fisk Mill Cove. Because the entire area is well exposed to the elements there often is dangerous surf conditions making entries and exits difficult.

Horseshoe Cove, not quite two miles

past Kruse Ranch, is very good diving and it is free (unposted). The problem is that with the first visit, it is very difficult to locate because there are no landmarks. The only indicator is a small dead end road that runs parallel to the highway on the eastern side. There are some piles of dirt at the end of the road, and there are few trees in the area. Once over the fence it is a short walk across the often muddy pasture before you reach the loose rocky path that goes down to the beach. The bottom of the beach is rocky and, as usual, somewhat barren. But toward the point the scenery improves and the visibility gets considerably better. There is a small kelp bed off the end of the point; this area is very good for abs, photographers, and observation. What is lacking here in fish is made up for in the incredible numbers of spiny sea urchins.

There is another access at the northern end of the cove. It is indicated by a parking area (next to the fence) that is large enough for only a few cars. This access is considerably more difficult due to its higher elevation. A medium length path goes across the terrace and then switches back and forth down the cliff. There is another path, not quite as steep, a few hundred feet to the north. Watch out for the poison oak. The beach is very rocky and only slightly protected from heavy seas. Between the large rock and the shore the water isn't much more than 20 feet deep. However, around the rock the water gets much deeper and is good for all types of diving. The kelp bed to the north is good for abs and fish.

While we now have a general idea as to what is available on the Sonoma's coast in the way of dive sites, there obviously is much more information needed, such as lodging, services, stores, etc. Let's briefly review these points.

Along this coast there are three businesses offering indoor lodging. Coming from the south we first get to Timber Cove lodge. This is an extravagant yet interesting place that has rates well outside of Joe Diver's budget. But divers do frequent this establishment for liquid refreshment and its large, warm fireplace. Next we come to the Stillwater Cove Ranch. Mrs. Rudy, the owner, has one large dormitory and an assortment of rooms and cabins that are available for rent on a daily basis from \$20 to \$50. Several of these buildings include a kitchen with all the utilities and johns with showers. Reservations must be made several months in advance. Finally, the Ocean Cove Motel is available for decent rates, has clean rooms, and is frequently used by divers.

There are several camping areas to choose from. The southernmost camping area is at The Barns. This small area is situated at the bottom of the valley, so it is well protected from wind. Timber

Cove is a popular place for tent and trailer campers at \$4 per night (includes diving trespass fee). There are nice johns with hot showers here. Salt Point has very wooded camp sites and chemical outhouses. The terrace is used for overflow campers and usually is not suitable for tent camping because of its exposure to the elements. Sonoma county is currently building a campground behind Stillwater Cove. This will be a welcomed addition as getting campsites along this coast often is difficult during the spring and summer.

There are two gas stations in the area, one at the Fort Ross store (south of Timber Cove), and one at Ocean Cove. The Fort Ross store and Ocean Cove store carry all the necessary emergency rations required by divers (beer, wine, popcorn, etc.).

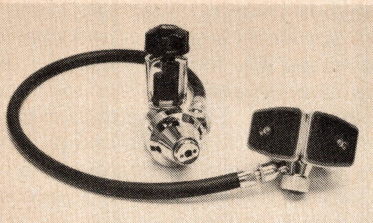
What about a dive shop? Santa Rosa has several dive shops, but it is over an hour's drive to the south. Fortunately the Ocean Cove store carries weights and belts, ab irons, goodie bags, and other high casualty items.

The two dive shops in Santa Rosa with regular hours are: Skip's Sports, 33 Fourth Street, phone (707) 527-7050; and Stans for Sports, Inc., 1620 Mendocino Ave., phone (707) 544-2633. Skip's is open from 10 a.m. to 6 p.m. weekdays and Saturdays, is open from 10 a.m. to 9 p.m. Thursdays, and is closed Sundays. Stan's is open from 10 to 9 weekdays, 10 to 6 on Saturdays, and 12 to 5 on Sundays. Two other shops, Santa Rosa Divers and Pacific Divers are also located in Santa Rosa.

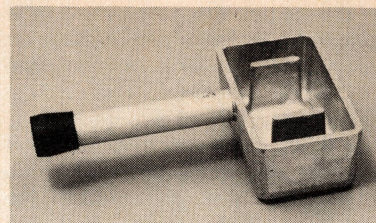
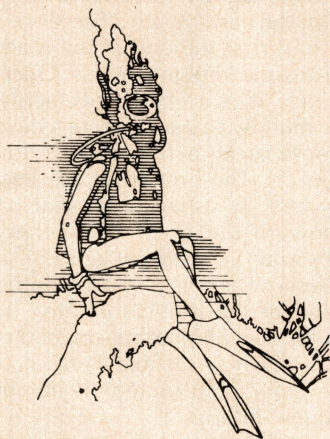
While there is a wide selection of dive sites to choose from, the weather often prohibits any safe diving. Swells of 15 feet or more occur during winter storms. And even if the water appears to be safe, these weather conditions stir up the bottom silt, greatly reducing visibility. While winter storms, and thus poor diving, are a general rule of thumb, there are exceptions. I dived at Ocean Cove in a December when we had 25 foot visibility and water as smooth as glass. It is important, then, to analyze the local weather conditions before scrapping any diving plans. Diving between winter storms can yield conditions difficult to match during the summertime.

Even if you get there and there is no way you are going to get in the water, you don't have to go home mad. Times like these are great opportunities to watch a beautiful and powerful ocean in rage, which has particular appeal with photographers. In addition, conditions like this are a good chance to get to know the local folks, which usually proves beneficial to the diver. Finally, a leisure drive on Sea View Road (on top of the ridge to the east) is very enjoyable, especially considering the route through Cazadero is on the way home. 🐠

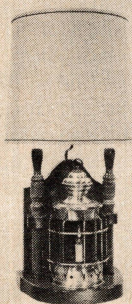
New Gear



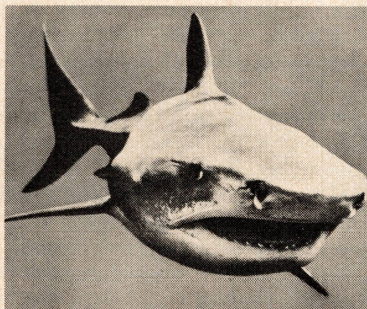
With the Spinnaker regulator you get two regulators for the price of one. You may use one or the other completely independent low pressure system without changing mouthpieces. It features two fail safe power or breathing adjustments and two independent fail safe purge buttons. With four swivels it boasts left or right shoulder operation. Breathing adjustment is made by the knob under the mouthpiece. \$199.95. Richards, 233 W. 42 St., N.Y., N.Y.



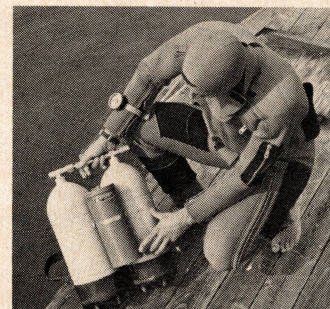
This heavy duty weight mold from Aqua-Craft boasts a big 0-10 pound weight capacity. The mold is supplied with a large handle and extra large center blocks for easy removal and knocking out of the molded weights. Great money-making idea for clubs or dive groups. This new mold, model number C-90, is priced at \$19.95. Available from: Aqua-Craft, 3280 Kurtz St., San Diego, Ca.



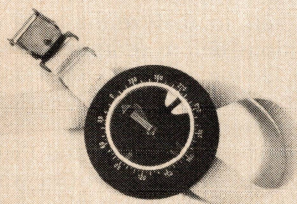
This unique lamp is from Indecor's Mariner's Gallery collection reflecting America's seafaring heritage. The lamp is made of solid New England pine with maple removable belaying pins, antiqued and hand finished. All metal fittings are finished in weathered brass. The height of this entire illuminated forecandle lantern is 37". \$149.95. From: Milford Guild by Indecor, Inc., 9 Depot Street, Milford, Connecticut.



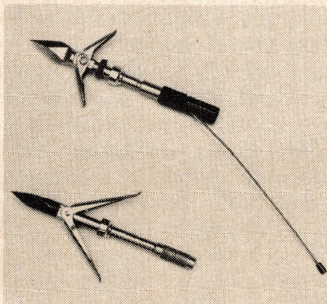
Seahawk Press is introducing a new full color sea poster entitled "Tiger Shark." This beautiful reproduction is 19 by 25 inches and is printed on heavy poster stock. This incredible poster can be purchased separately for \$3 or can be ordered with five other posters for \$15. They can be ordered direct from the publisher, Seahawk Press, 6840 Southwest 92 Street, Miami, Florida 33156.



The new Diver Depth Recorder from Benthos attaches to a tank or back pack and provides a permanent record or time versus depth during the course of a diving operation. Simple to operate, the depth is recorded on a circular, pressure-sensitive chart. The depth sensor is available in three full scale ranges of 50, 100 and 250 meters. \$835. Benthos, Inc., Edgerton Dr., North Falmouth, Mass.



The modular compass from Aquadive features a revolving bezel and a compass capsule. The quick draw disassembled for rinsing by taking off. This compass can uniquely be disassembled for rinsing by taking the strap off and pushing the capsule towards the bottom. The price of this handy instrument is \$25. It comes from: Aquadive, 3600 Wilshire Boulevard, Los Angeles, Calif.



These two stainless steel speargun points utilize a 6 mm thread. These are two premium points for the larger Bandito guns, the Manta and Shark guns. The top features a unique facet point and "spinner" design, the bottom features a heavy duty tri-cut point. The top, detachable, speargun point, E-87, is \$11.95; the bottom point, model E-88, is \$9.50. Aqua-Craft, 3280 Kurtz St., San Diego, Calif. 92110.



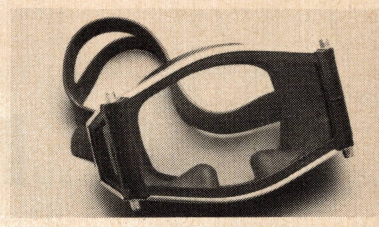
The Aqua Lung® professional dry suit is a positive note for warmth and comfort in sport or commercial diving. The suit features a built in low pressure inflator with quick disconnect fitting and a purge valve that cannot be overcentered or jammed. All seams are glued, double lockstitched and taped. The feet have contoured hard rubber soles. \$349.95. U.S. Divers, 3323 West Warner Avenue, Santa Ana, Calif.



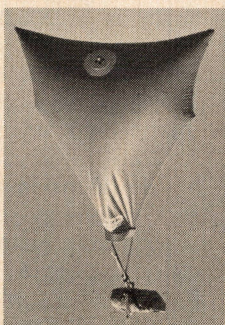
The Pacifica® II is an updated design of U.S. Divers most popular mask. It features a flaired, feather-edged skirt with a double-edged face seal, a color trim ring, and a large purge valve. Tempered glass lens, stainless steel rim and nose equalizing pockets are all also advantages of this low volume mask. This mask, model #507800, is priced at \$14.25. U.S. Divers Co., 3323 W. Warner Avenue, Santa Ana, California



Now, with the aid of A-B Emblem's exclusive Design-an-Emblem Guide®, you can create your own distinctly different diving club emblem. All requests submitted on club letterhead will receive prompt attention from the manufacturer. A colorful assortment of stock fun patches for diving enthusiasts is also available. Write for details, pricing. A-B Emblem, P.O. Box 40695, Weaverville, N.C. 28787.



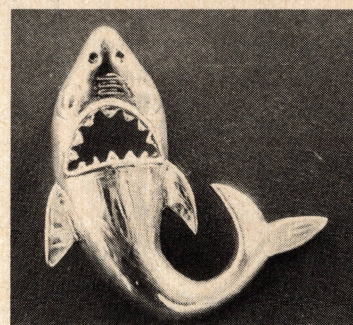
Healthways panoramic three pane lens mask provides wide angle vision. The Scubarama mask features high strength tempered glass, a soft molded skirt of weather resistant rubber, a double seal and finger wells for pressure equalizing. The stainless steel band permits the mask to conform to different face widths. The adjustable strap has a locking tab. Black. \$18.95. \$19.95 w/purge. Healthways, 5340 West 102 St., Los Angeles, Calif. 90045.



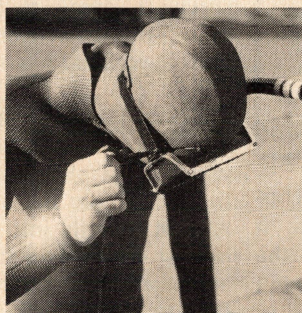
The new Treasure Bag is a 100 lb. lift bag with a push button bleed valve so the diver can instantly let out just the right amount of air. It has a brass snap hook and can be rolled up into a compact bundle and clipped to the diver's weight belt when not in use. Each Treasure Bag comes with a repair kit and is fully guaranteed for one year. Price of the 100 lb. bag is \$29.95. Carter Bag Co., Box 831, Avalon, Calif.



Dacor's Sea Cap will fit a range of nine hat sizes because of its plastic non-corrosive head band adjuster. It features six panel construction with six vents, 2 3/4" visor and an embroidered emblem. The Sea Cap comes in navy blue or white poplin and is priced at \$4.95. The diver's Sea Cap is available from: Dacor Corporation, 161 Northfield Road, Northfield, Illinois.



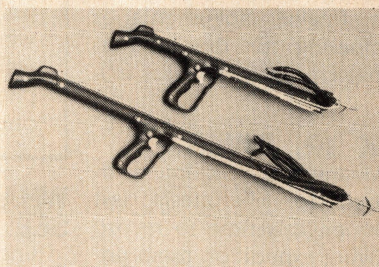
H & B Designers & Manufacturers have just recently introduced three unique pendants, exquisite members of the shark family. The pendants are all sterling silver, available from the designer in 14 kt. or 18 kt. gold upon request. Prices run from \$14.95 to \$29.95 in the silver. Each pendant is in a different position—as shown, from underneath, from above, or just the head and jaws. H & B Designers & Manufacturers, Box 1005, Flushing, New York.



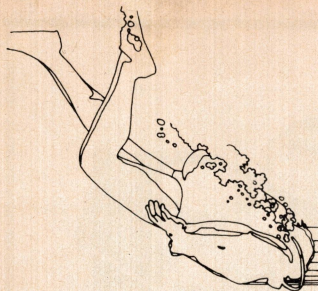
A completely revised version of the Underwater Kinetics adjustable face-mask strap is now available. It features a more durable, corrosion-resistant Velcro® fastening material which is more elastic and stronger at key points of wear. Quickly and easily adjustable topside or underwater. Solves the problem of that leaky mask. \$2.95. From: Underwater Kinetics, P. O. Box 2125, La Jolla, California 92038.



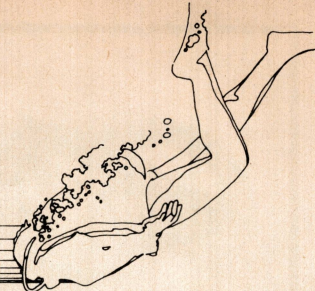
Glenn Beall has designed a holder specifically for the Sekonic Marine Meter II which securely locks it into mounting bracket with two threaded rings. Bracket can be mounted to the side or top of a camera housing or the bracket can be removed for mounting directly on a camera or Nikonos handle. The mounting bracket only is \$12.95 plus 50¢ shipping; the bracket, handle and eye bolt is \$19.95 plus 75¢. Glenn Beall Ind., 887 S. Rte 21, Gurnee, Illinois.



Both these spearguns feature stainless steel shafts and spearhead, heavy latex rubber slings and thumb operated safeties. They also have center balanced hand grips and pistol grip butts. The muzzle holds slings in the same plane as the shaft for greater accuracy. Handle, butt and muzzle are diecast aluminum with fused epoxy coating. Left, model 1543 is \$59.90; right, #1544 is \$69.90. Healthways, 5340 West 102 St., Los Angeles, Calif. 90045.



New's Briefs



OCEAN NOMINEE

If you visit the Planet Ocean exhibition in Miami, you'll see a short film entitled *Planet Ocean*. The film was based on a script by F. G. Walton Smith, president of the Intl. Oceanographic Foundation (IOF), and takes the viewer on a spaceship voyage of discovery through the primarily hostile planets of the solar system in a search for life. The finale of the film is a dazzling visual impact of the blue planet, Planet Ocean, where life does exist. The film was one of five nominated last spring for an Oscar by the Academy of Motion Pictures, Arts and Sciences in the category Best Life Action Film.

HONORS FOR I-169

"The Search for the Shinohara," a film directed and photographed by Al Giddings for Survival Anglia Ltd., is an account of the search for and discovery of a Japanese submarine (I-169) sunk with all 80 crew members aboard during WW II air raids on Truk Atoll. The film was selected as one of five finalist documentaries competing for the International Emmy Award last fall.

JFK JR. DIVES

Meanwhile, Giddings returned to Micronesia last summer, this time to record a diving expedition to an underwater graveyard of Japanese shipwrecks for National Geographic. Among the divers were ichthyobotanist Sylvia Earle, Tim Shriver and John Kennedy Jr. Following the adventure, Al and Sylvia flew to New York for an informal dinner with John, his sister Caroline, and their mother, Jacqueline Kennedy Onassis.

PHOENICIANS IN NORTH AMERICA?

Many historians have believed that the Phoenicians were the world's best sailors, but exactly how, when and where they sailed has always been a bit of a mystery. Now there is a possibility that they were sailing along the North American coast more than 400 years before Christ. Harvard University linguist Barry Fell has translated an ancient, inscribed stone and believes it is evidence that a Phoenician seafarer king named Hanno traveled along the Atlantic coast around 480 or 475 B.C. The stone was found in 1658 by New England settlers and was used as a doorstep at an Indian mission. The stone, measuring 45"x5"x15", is similar to a number of other stones found along the Atlantic coast, and the two-line inscription has always thought to have been Norse, but untranslatable. According to a UPI press report, Professor Fell began work on the inscriptions and finally came up with: "Proclamation of annexation. Do not deface. Hanno of this takes possession." Fell believes the last sentence means, "Hanno takes possession of this place."

Hanno was a Phoenician seafarer who explored and colonized the west coast of Africa early in the 5th century B.C. On his first trip he founded seven cities and a trading post along the African coast, and the account of this voyage survives in a Greek manuscript dating back to the 10th century. The inscription on the stone, says Fell, "Is one more of the same series, evidently belonging to a second voyage that Hanno made." Although the Greek account has been lost, the Greeks had mentioned that Hanno did circumnavigate the northern ocean. The Greeks called him a navigator from Carthage, but scientists have learned that he was also a King of Southern Spain, with his principal port Cadiz. The inscriptions on the stone were written, says Fell, in a southern Iberian alphabet. Fell says that the alphabet on the stone was deciphered by Spanish scientists, "So it is not just a case of one crackpot Harvard professor alleging that it's this."

WHAT YOU CAN'T SEE WON'T HURT!

Since World War II, thousands of downed pilots have used a chemical shark repellent to ward off sharks, and today a Navy scientist says that all of this time the repellent has been "worthless." Says Dr. C. Scott Johnson of San Diego's Naval Undersea Center, the chemical packets that have been standard issue on all armed service life jackets for the past 25 years

have been mainly "a psychological crutch," and that it helped only because the people who used it didn't know it wasn't effective. Johnson said the Navy would soon stop using the black dye, which not only didn't chase away sharks but was sometimes eaten by them.

"But," said Johnson, "at least the dye kept the person in the water from seeing any approaching sharks."

TRIANGLE DEBUNKED

The Federal Aviation Administration (FAA) has one word for the Bermuda Triangle: "Nonsense."

The Bermuda Triangle, also called the Devil's Triangle or "Hoodoo Sea," has been recently publicized as an area where supernatural forces, or even the occult, reign — taking boats, airplanes, and their passengers into the unknown. The Triangle is a 200,000 square mile area off the Atlantic coast in which more than 100 ships and planes have disappeared since 1945.

"They say that there are hostile aliens in flying saucers, or energy sources emanating from Atlantis that are causing people to disappear," says a spokesman for the FAA, "it just isn't so . . . Aviation accidents can be attributed to such mundane factors as weather, inexperience in over-ocean flying and inadequate navigation equipment." Further, the FAA notes that search and rescue missions are complicated by ocean currents which can carry debris or survivors many miles from crash sites. The agency also cites weather conditions which can change rapidly. "Cyclical storms can occur in minutes that can rip the wings off a plane and drop the pieces into the ocean. . . A pilot may fly into a localized storm lurking under an apparently innocent cloud, or into small, hurricane-like storms. . . The pilot flying in restricted visibility has no warning that he is headed toward disaster until it is too late."

The FAA reminds the public that on a misty day the gray of the water and the sky blend together and pilots can lose their horizon; some-

times pilots have mistaken the shadows of clouds to be islands and lose track of where they are. Investigations of plane crashes where debris has been found indicates that midair mishaps, rather than a mysterious power, are often responsible for accidents. In other cases where planes or ships are lost without a trace, it is most likely a matter of sinking debris. The FAA even has something to say about the five Navy TBM Avengers which vanished simultaneously during a training flight 30 years ago. "We know the flight headed to the east as it was supposed to . . . we know the flight leader intended to continue eastward for about 125 miles and then turn left or north. If he had followed this plan, and there is no reason to assume he did not, he would have flown over the Bahamas. We know from explicit radio transcriptions that the flight leader thought he was over the Florida Keys. If a pilot flies northeast from the Keys he must trip over Florida . . . whereas if he flies northeast from the Bahamas he will discover nothing but open ocean." The FAA concludes that eventually the planes would have been ditched due to fuel exhaustion, and the fact follows that metal planes sink without a trace.

HUNLEY FOUND

M.A. Lee Spence believes he has found the Confederate submersible *H. L. Hunley*, which was lost in 1864. Spence and Sea Research Society, So. Carolina, are trying to gain permission from the federal government to explore and salvage the wreck, which Spence found in 1970 outside Charleston Harbor. If SRS gains permission to raise the wreck, it plans to donate it to the Patriots Point Authority in Charleston, So. Carolina. The *Hunley* is the first submersible in history to sink a ship (the *U.S. Housatonic*) during war time.

U/W WHEELING

We recently heard about an unusual underwater bash from reader Cliff Hirsch, who described to us what has been called the world's first underwater tricycle race. The "triscubacycling" event



was staged by the UC San Diego Sea Deucers, an energetic 200-member outfit that had previously used pro-

ceeds from two showings of *Deep Throat* to buy an inflatable boat and outboard. In their latest caper, tricycling contestants paired up, with one man on the trike and the other pushing. The race wheeled along, with first prize winner getting a gift certificate at a natural foods restaurant and second prize being a gift certificate at a non-natural foods restaurant. As Hirsch put it, "Motocross was never like this." (Photo by Skip Denny)

ERIE LIVES

Lake Erie is showing signs of life. That's what a team of Sea Grant scientists at the State University of New York has found. Sport and commercial fishing is picking up, with increased catches of yellow perch, walleye pike and salmon. Stricter pollution control is credited.

TRUE: YOU CAN EXERCISE YOUR LUNGS

Scuba divers may be able to increase the strength and endurance of their respiratory muscles through a program of special exercises. That's what two scientists from the Harvard School of Public Health have proposed in a thesis. Working from the premise that lung fatigue is a limiting factor of human performance in sports, Drs. David M. Leith and Mark Bradley conducted tests in which they measured the response of ventilatory muscles to exercise. Two training programs were initiated, one to build up ventilatory muscle strength, the other to build up endurance. Strength was defined as the maximum pressure the muscles can create under static (no air flow) conditions; endurance was described as the maximum ventilating that can be sustained at a constant level for a specified time — usually 4-15 minutes.

According to a report we got in a Harvard medical newsletter, Leith and Bradley studied two kinds of volunteers. One group (S) did strength training and the other (E) did endurance training over a five week period. Strength training consisted of a half hour daily spent at blowing or sucking as hard as possible on a closed mouthpiece connected to a pressure-measuring device. The endurance training was done in daily periods of 30-45 minutes, during which 3-4 runs were made, separated by rest periods.

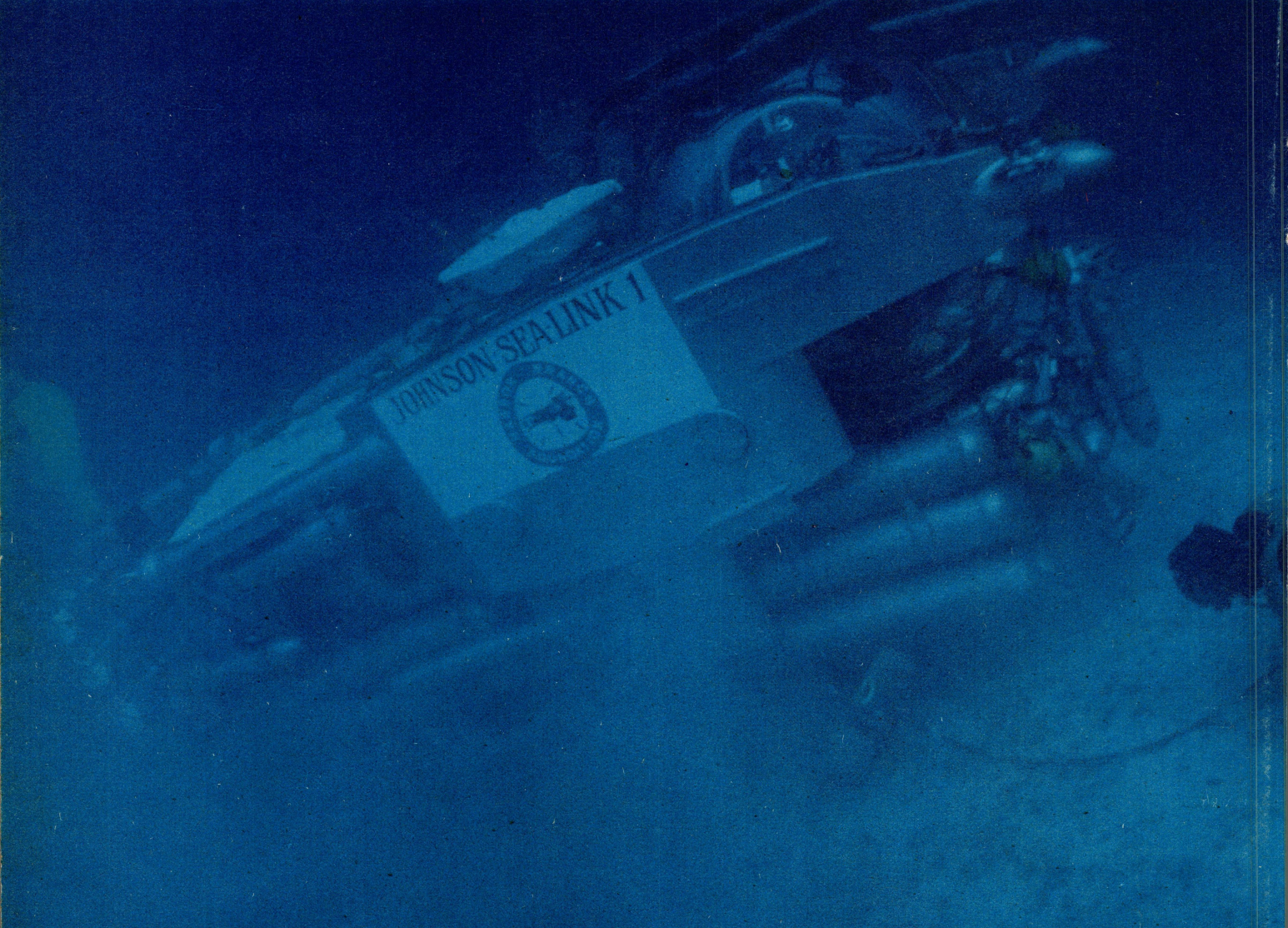
The results? Dr. Leith reported that the "S" trainers increased strength by about 50% at all lung volumes (although vital capacity increased by only 5% and therefore was not a sensitive index of strength). The "E" trainers increased by about 15% the peak lung ventilation they could achieve during brief violent efforts. Leith and Bradley therefore concluded that training programs could be beneficial to ventilatory muscle capacities.

TURTLES RETURN

The green turtle (*Chelonia mydas*) seems to be making a comeback along a 150 mile stretch of Florida's Atlantic coastline. According to a report issued by the Florida Dept. of Natural Resources, an estimated 3000 loggerhead and 20 green turtles have deposited their nests along Hutchinson Island. 2500 green turtle eggs have been incubated and will be released in the department's annual stocking program, and another 1857 young turtles have already been released at several protected Atlantic beaches. The green turtle had been placed on the list of threatened species by the federal government.

ODDS & ENDS

A working dive to 670 feet was made in the Gulf of Mexico by Ocean Systems divers Glen Taylor and Rick Harding. The dive is said to be the deepest working dive to date. . . UC Davis and Santa Cruz held a diver rescue workshop in Cannery Row, Monterey, Calif., last October. Rescue team members demonstrated cardiopulmonary resuscitation and the use of first aid equipment. . . By the spring of 1976 Texas was expected to have one of the most extensive artificial reef complexes in the world. Wm. Tom Johnson reports that in late November, 1975, a sinking of another Liberty ship at the reef site was attended by state and federal officials, and the press. . . Robbin Buckley, a San Francisco skin diver about 25 years old, claims that he was bitten by a white shark while spearfishing off the Farallon Islands. Buckley suffered lacerations of the lower left leg. . . Dr. Melville Bell Grosvenor received the gold medal award from the International Oceanographic Foundation (IOF) in Miami, last November. Grosvenor is the editor-in-chief of *National Geographic*.



project score

a fantastically complex underwater venture

By Bill Barada



Through closed circuit TV aboard the submarine tender, *R. V. Johnson*, I watched a life-and-death drama taking place in the water more than 200 feet below. An injured diver was obviously in serious trouble. His mouthpiece had dropped out, and his limp, motionless body was sinking slowly downward. I watched his diving buddy swim to the victim's aid, try to replace the lost mouthpiece, then tow the diver through the water to the *Sub-Igloo*, a huge transparent air chamber anchored at a depth of 90 feet.

An emergency alarm sounded aboard the surface support vessel. The intercom announced that a diver had been hit in



photography by Robert Ewing

the throat by a jellyfish. His breathing muscles were paralyzed and medical assistance was requested.

Rescue operations went quickly into action. Support divers descended to the *Sub-Igloo*. The victim was under saturation diving conditions and had to be brought to the surface under pressure in order to avoid explosive decompression. The *Johnson Sea-Link*, a submersible with diver lock-out capabilities, was launched to transport the victim to a deck decompression chamber aboard the surface vessel.

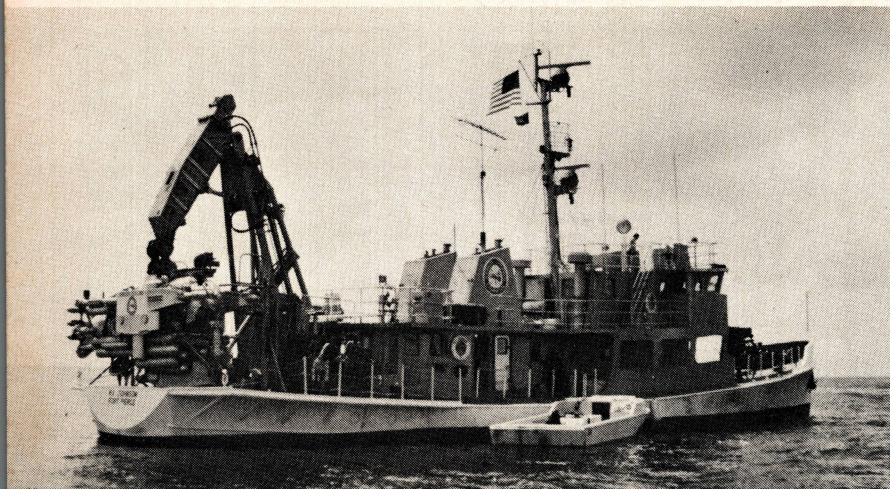
The submarine appeared on my TV monitor. Moving slowly between two large coral heads it hovered, suspended in mid

water for a few seconds, then drifted further downward and settled on the bottom.

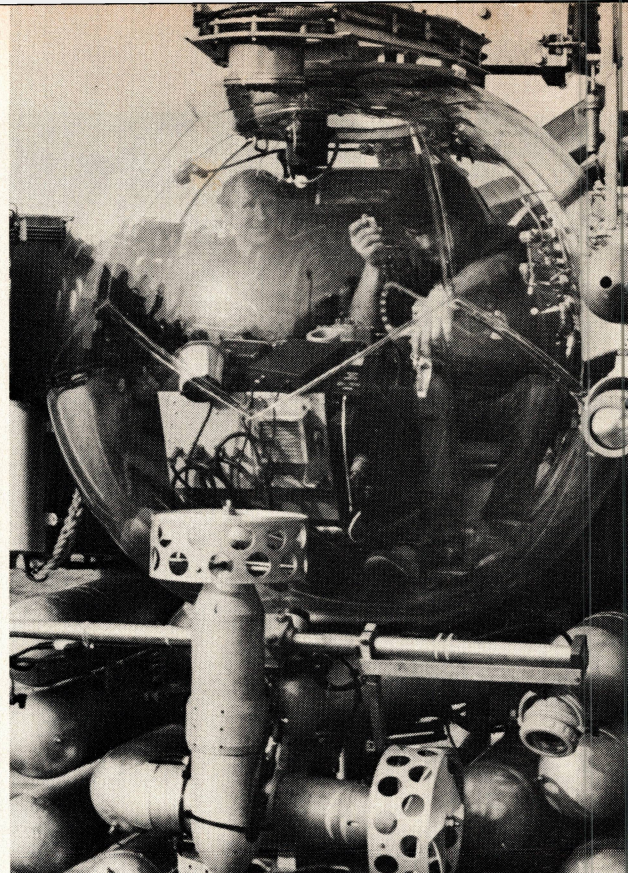
The hatch to the pressurized diver compartment dropped open. Divers removed a breathing helmet and extended the air hose to the *Sub-Igloo*.

The victim and his diving buddy were helped to the *Sea-Link*. The diving compartment closed and the submarine took off. It surfaced at the stern of the *R. V. Johnson* where a specially constructed hoist quickly hauled it on deck and mated it to the large decompression chamber.

A short time later the medical doctor announced that the



In the above picture is the surface support vessel for the Project's operations, the R. V. Johnson. To the right, Lloyd Bridges acting as co-pilot inside the large, transparent bubble that encloses the cockpit of the Sea-Link. At the far right, is another view of the Sea-Link, the 12-ton submarine that was launched from the R. V. Johnson that served as an underwater taxi for scientists and, when necessary, an undersea ambulance.



stricken diver was OK — and the safety support equipment had saved his life.

The foregoing is a sequence from *Man Beneath The Sea*, which is the tentative title for a series of one hour TV specials that promise to be refreshingly different from run-of-the-mill underwater shows. In the first episode the "actors" are top marine scientists and engineers who utilize modern, sophisticated deep-diving systems to study the face of a perpendicular drop-off in search of the missing pieces to a submarine puzzle. The sea searchers include geologists, marine biologists, ichthyologists, and plant physiologists; and they are supported by the most elaborate array of deep-diving equipment ever assembled for a single project.

The series idea was originated by Jordan Klein, a veteran of Hollywood underwater productions who has a long string of film credits in major motion pictures and TV shows. Klein designed and built much of the "far out" diving equipment used in such epics as *Thunderball*, *Around The World Under The Sea*, *Flipper*, and *Primus*. He also filmed many of the underwater sequences in these films, and Jordan is the photographer who shoots a lot of the underwater commercials you probably see on TV.

I became involved in *Man Beneath The Sea* when Jordan asked me to write the script for a "big operation" he was shooting in the Bahamas. I've been away from Hollywood script writing for many years and was not eager to get back into it. Writing for television is the most exciting, and the most frustrating, work I have ever attempted. You work with highly creative people whose reputations and careers may depend upon the words and scenes in your script. The result is often mass confusion, with personality conflicts, high powered temperaments, and deadlines that can make a street riot seem tranquil by comparison.

But when Jordan said my old friend Lloyd Bridges was flying

out to appear in the show and do the narration, my interest perked up. Bridges is still "Mr. Skin Diver" to millions of Americans who remember him as Mike Nelson in the *Sea Hunt* series. He is not only an excellent actor, he is also an accomplished diver and very definitely a terrific person.

I first met Lloyd, or "Bud" as his friends call him, at a Little League baseball game in which our sons were competing. *Sea Hunt* was riding high at the time, and when I criticized the show as "just more cops-and-robbers underwater," he agreed, and invited me to submit some story ideas. As a result I ended up writing scripts for *Sea Hunt*. Bridges and I also collaborated on a book, *Mask and Flippers*, and a close friendship developed that has lasted through the years.

In answer to my questions about the "big operation", Jordan told me he had exclusive filming rights on Project SCORE. SCORE stands for Scientific, Cooperative, Operational, Research, Expedition, a fantastically complex underwater venture involving dozens of governmental agencies and private institutions. The Project's sponsors sound like a "Who's Who" of oceanography. Included are the Harbor Branch Foundation, the Link Foundation, the Perry Foundation, the Smithsonian Institution, Woods Hole Oceanographic Institution, Scripps Institute of Oceanography and the National Oceanographic and Atmospheric Administration of the Department of Commerce. These are only a few. The MacInnis Foundation and other Canadian institutions were in on it, and scientists participated from countries all over the world.

Bridges is keenly interested in the advancement of ocean science and engineering and is an outspoken advocate of marine conservation. We have often discussed the possibilities of a television series, or a book, based on modern deep-diving technology. The millions of dollars worth of sophisticated diving equipment concentrated on the SCORE project seemed like an ideal opportunity to test this idea.



Project SCORE was the brainchild of Robert Wicklund, Operations Director for the Perry Foundation. The Perry Hydro-Lab has been used as a habitat for saturation diving in the Bahama Banks Research Program since 1971. Bob said they saturated more than 300 people, most of whom were scientists studying shallow water marine life ecosystems.

Of particular interest to sport divers is that all Hydro-Lab saturation dives were made on ordinary air, eliminating the terrific expense and complications encountered with helium-oxygen mixtures. The lab was first located at a depth of 30 feet, then later moved to about 45 feet. Newly developed no decompression, air excursion tables permitted diving to 90 feet for six hours, and to 200 feet for 18 minutes, while returning to the habitat at 45 feet.

This has a tremendous potential for sport divers. If diving resorts could safely establish air saturation chambers at the top of spectacular drop-offs, we could live underwater in a giant fishbowl for a week or so and be able to explore the walls of such places as Palancar Reef or the Tongue Of The Ocean for hours on each dive. Both Bridges and I are fascinated with the possibilities. It is easy to imagine underwater resorts, restaurants, even hotels, located on the world's most beautiful reefs.

However, the effects of air saturation on divers is still under study and the results are far from conclusive. Medical Researchers running tests on SCORE told me that every air saturated diver suffered a drastic drop in red corpuscles while he was under pressure, and the count continued to drop after decompression. The blood returns to normal after a few days but, at this point in time, nobody knows at what depths and for what periods of time air saturation is absolutely safe.

This is one of the many puzzles that SCORE scientists and researchers hope to solve. Others involve the mysteries of marine life that exist in deep water along the face of submarine drop-offs. This is a virtually unknown and untouched area of

the world ocean. Fish and clinging marine organisms cannot be collected by conventional methods such as nets and trawling, and the geology cannot be studied by taking boring samples from the surface. These deep water drop-offs exist all over the world and the relationship and importance of their biology and geology to shallow water and land environments remains a complete mystery.

Edwin Link told me that governments are contemplating running city sewage to 1000 feet and they have no idea what effect it may have. He pointed out that there is no sunlight at 1000 feet and the sewage may accumulate and last for 1000 years. It may be better to dump it at 100 feet where marine organisms can assimilate the nutrients. His point is that we had better know what we are doing in the ocean before we do it, not learn our lesson the hard way after it's too late. Air saturation diving provides a practical, economical way of studying moderate-depth areas.

Scientists discovered several new species of fish, corals and algae during short excursions to deep water on the wall, and were convinced they would find many, many others if they could go deeper and stay longer. Bob Wicklund proposed a combined operation with the Hydro-Lab and the *Johnson-Sea-Link*, a multi-million dollar submarine with diver lock-out capabilities to 1000 feet. The submarine would serve as an underwater taxi for scientists on deep excursions to eliminate the time and the risk involved in swimming to and from the habitat. It could also serve as an undersea ambulance to transport accident victims to the surface without the danger of explosive decompression.

The *Sea-Link* has the unique capability of being able to mate with a deck decompression chamber aboard the surface support vessel, *R. V. Johnson*. Divers in need of medical treatment, or long periods of decompressions, can be transferred directly from the submarine to the large deck recompression

(Continued on Page 54)

THE MYSTERY OF THE ANDREA DORIA



By Jack McKenney

photography by Stuart Cody,
Tomiko Russell and the Author

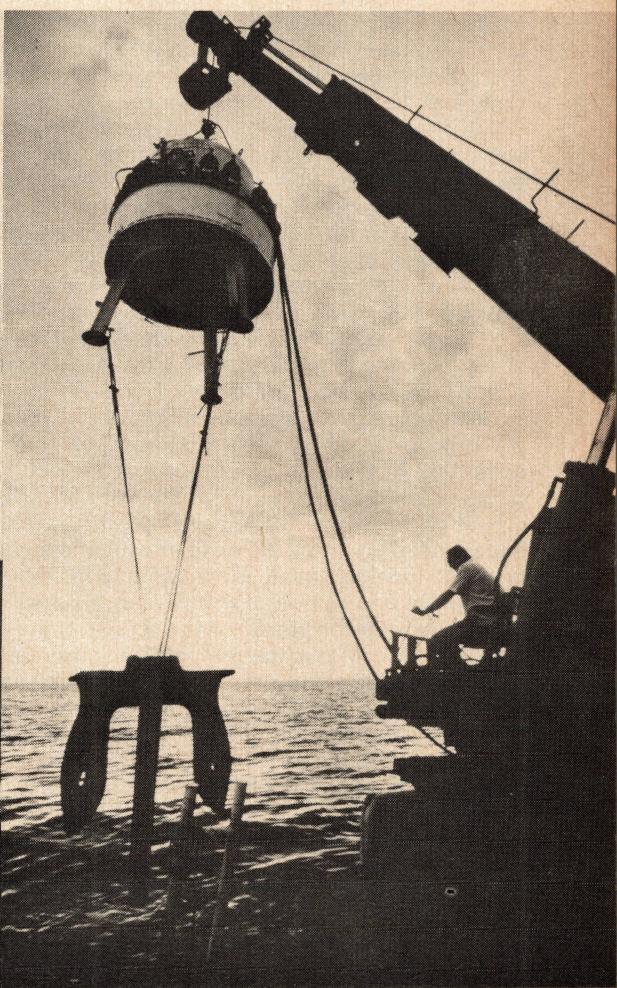
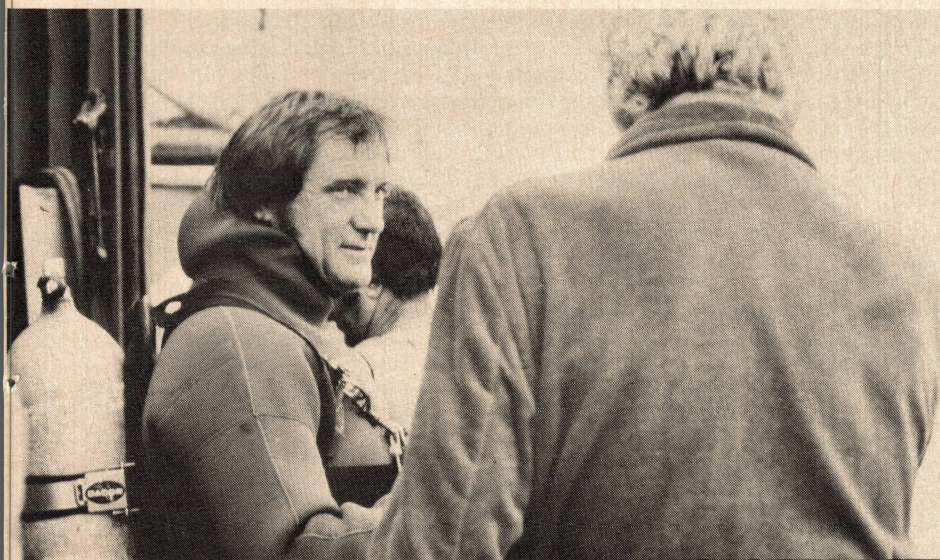
At 10:09 a.m. on July 26, the *Andrea Doria*, one of the greatest shipwrecks of modern times will enter her twenty-first year lying on the bottom of the North Atlantic, 50 miles south of Nantucket Island, Massachusetts. In the span of these last two decades, there have only been a few attempts by sport divers to dive this fabled wreck because of the distance she is located from shore, the inclement weather which frequents the area, the treacherous currents, and the great depth of water in which she lies — 235 feet down on her starboard side. Because of these conditions, there have even been fewer salvage attempts on this \$30,000,000 ocean liner. Of the three major commercial excursions out to her, at least two of them ended in financial disaster. Only the Top Cat crew in 1964 had been successful in partially getting what they went after — the bronze statue of Admiral Doria. But now, one of the most successful expeditions to this deep wreck — a filming expedition led by Peter Gimbel — took place last August.

Peter Gimbel, a top rank diver, expert photographer, and

major part of the photography for one of the truly great shark films of our time — *Blue Water White Death*.

Gimbel is not a treasure hunter. His interest in the *Doria* is purely academic. Why, he wondered, did this modern ocean liner sink so rapidly after it was struck broadside by the *Stockholm*, when in fact she should have remained afloat even with any two of her 12 watertight chambers totally flooded. She was built in 1952 by the Ansaldo Shipyard of Genoa, Italy, and according to specifications determined by the 1948 International Conference for Safety of Life at Sea, she shouldn't have keeled over more than 7° initially, or more than 15° after maximum allowable flooding had occurred. Yet, the Italian liner took on an immediate list to starboard of 18° which increased to 22° within five minutes after the collision. Since all claims arising from the disaster were settled out of court, much information including a stability report on the *Andrea Doria*, prepared by Ansaldo, has remained secret.

Because of his interest in this unanswered question, Peter,

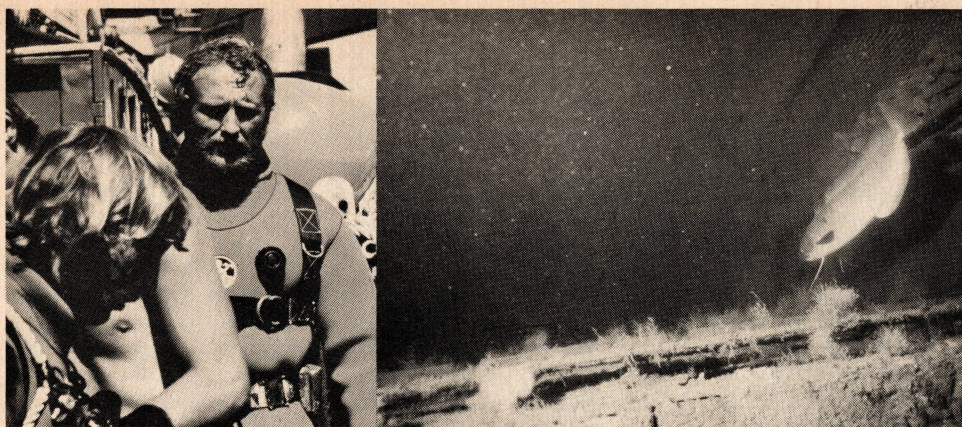


Far left, Peter Gimbel, photographer, film maker, and diver, shown against the sinking *Andrea Doria* was first man to dive on the shipwreck. Above, Al Giddings, noted underwater cameraman prepares for dive. Joe Chickvary of IUC lowers the diving bell from the *G. W. Pierce* into the water. At right is Gimbel's lovely partner/actress Elga Andersen, and their Norwich terrier.



successful film maker, was the very first man to dive on the *Doria* after her sinking. Along with Joseph Fox, he descended to this new wreck to bring back photographs for *Life Magazine*, which were subsequently published in the August 6 and August 13, 1956, issues. During the next 19 years, Peter made another three visits out to the site and logged 12 more dives to her. In the meantime, he produced, directed, and did a

along with his partner, actress Elga Andersen, took an idea for a one hour television special to CBS and Xerox Corp. to see if they would be interested in sponsoring a film project. On August 2nd, on the research vessel, *G.W. Pierce*, captained by Harold Holdsworth, along with International Underwater Contractors, Peter, Elga, and dog Billie left City Island, New York, for the site of the sunken liner 20 hours out to sea.



Far left, Jack McKenney and Steve LeBlanc prepare for a dive on the *Doria* on the deck of the *G. W. Pierce*. Left, looking into the blackness of the remains of the *Andrea Doria*. Structurally still recognizable for what she once was, the *Andrea Doria* has become an ecosystem unto herself with many Boston lings, pollack and cod continuously moving in and about.

IUC, founded and currently managed by Andre Galerne, is one of the largest and most successful companies of its kind in the world. Joe Chickvary, a young and very competent giant of a man, was the diving supervisor for the entire diving operations. Steve LeBlanc, Ward Wright, Bob "Goldi" Goldbach, Harlan Hadlett, Les Burgess, and Gerry Pelletier formed the assisting diving team making it possible for the photographers to concentrate on filming. Bryan Anderson, Tomiko Russell, and John Barbee made up the topside film crew, and Stuart Cody was the motion picture engineer who can fix anything.

Peter had contracted Al Giddings, currently one of the best and most productive underwater film producers to make up the second filming unit, and had called to see if I would be on standby in case of an emergency. The plan was for Peter and a couple of IUC divers to make a dive in the morning, with bottom times of up to an hour, to shoot two 400 foot loads of film. Al would then make a photo dive in the afternoon with his assisting divers. The divers were to be transported to and from the wreck via a diving bell and were even to have the services of a submarine. The sub would add visual impact to the film and also was to be utilized for filming.

However, as with any expedition of this nature that takes place on or under the sea, nothing ever goes 100 percent according to plan. It turned out that the submarine wasn't powerful enough to operate in the fast currents.

And on one dive, while decompressing with Ward, Peter experienced an O₂ hit. He went into a violent convulsion and began to hideously wail and moan into his diving mask. Following is a description of that dive in his own words:

"We had gone on pure O₂ at the 50 foot stop. Everything was O.K. although I was extremely cold and miserable until we got to the 30 foot stop. After about five minutes at 30 feet — still on O₂ — I got hit, but with none of the usual warning signals. There were no visual aberrations, no irritability, no nausea, no anxiety, no ringing of the ears, no twitching — none of the classic symptoms of the onset of an O₂ hit. It just came full bore and I was into it.

"Immediately Ward yelled, 'Get Gimbel on air, he's convulsing,' so Joe put me on air, instructed the tenders to haul me in fast saying that I might be unconscious when I reached the surface and to undress me. I involuntarily let go of the down line then naturally blew up to the surface because of the current. I came up between the ladder and the hull of the ship. Somebody climbed down, kicked me out from behind the ladder and hauled me up on deck.

"While still underwater, I was attempting to pull the helmet off. I came up with it half pulled off and the bib over my nose and mouth effectively suffocating me. And the last thing I remember thinking before they got me on deck, or maybe I already was on deck — because I have no conscious memory of them hauling me aboard — is having this terrible, vivid certainty that I was suffocating and thinking over and over to

myself that either they get this thing off me in a minute, or I'm dead. I just couldn't get a breath of gas — nothing."

The whole weird trip was captured on tape and film, and will be an exciting and interesting portion of the one hour special. On a later dive, Al also began to experience an O₂ hit, but quickly went on tri mix.

A few days later, while decompressing 20 feet down in the diving bell in rough seas, violent lurching creating rapid pressure changes, perforated Al's eardrum and put him out of commission for the rest of the trip. At this point, Elga called me in Los Angeles to come out and take Al's place.

By the time I arrived, a day and a half later, all of the problems had pretty well been worked out and the rest of the expedition ran quite smoothly. A 10,000 pound anchor was secured to the bottom of the diving bell, providing good stability even in five foot seas.

To this date, I had made 24 dives on the *Doria* on two previous expeditions, but it had been all scuba diving and mostly on air. This trip was to prove a real education for me. We were using Unisuits, O'Neil SuperSuits, band masks with umbilicals to the surface for a tri mix breathing gas, and we also had excellent communications. Each diver wore a bail out bottle, which by turning a valve in the mask, could be utilized in the event of a topside gas failure or a hose severance. On my first dive, the afternoon of my arrival, I made one practice dive to get used to the new diving system, and then started filming in earnest the following day.

In her heyday, the *Andrea Doria* was a floating palace, elegant enough for the most sophisticated of ocean travelers, and large enough to get away from it all in her thousands of square feet of deck space. She was a gigantic ship, some 697 feet long with a 90 foot beam, and was one of the grandest of the grand luxe class of ocean liners afloat. She was capable of cruising at 23 knots with a ship's complement of 572 to look after and wait on as many as 1250 passengers. There were three outdoor swimming pools, numerous bars, and three motion picture theatres throughout the ship. There were banks, and a glassed in promenade deck where passengers could relax and enjoy a cool drink in comfort. Original oil paintings and sculptures were on display throughout the ship, and a mural covering 1600 square feet of wall space in the first class lounge depicted the works of Michelangelo, Cellini, Raphael, and Titian. A solid silver crest valued at \$250,000 was secured on a bulkhead of the main deck. Additional silver plaques were secured to the walls of the chapel, and reportedly there was \$1,116,000 in U.S. and Italian currency in the first class purser's safe.

And now, although structurally in pretty good shape and still recognizable for what she once was, the relentless and inexorable force of the ocean slowly erodes away at her. She has become an ecosystem unto herself. Boston lings, pollack and cod continuously move over and within her. Thousands of

dollars of fishing nets are strung throughout the superstructure continuing to fish; and blue sharks come in during the late hours to feed. Interior walls have collapsed, sea dust has settled on everything, and it takes a trained eye to perceive many of her once elegant and richly endowed furnishings.

More than two years ago during the Saturation Systems attempted salvage expedition, we discovered that the entire bridge, measuring some 90 feet across, had vanished — it simply disappeared. During one dive, Peter and Ward discovered it lying in a jumbled heap of twisted metal out from the ship on the sand. The two divers had found a line that had been attached by Sat Systems to the skeletal remains of the bridge wing. The line was hanging vertically down so Peter and Ward decided they would use it as a guide back to the ship. They descended from about 150 feet at the wing tip to the bottom at 235 feet and ventured out with the lights. They found the bridge and Peter photographed it, filming the bridge controls and a lifeboat among the wreckage under a fish net. It's blacker than you can imagine at that depth and, physically, a demanding dive creating a very vulnerable feeling. Trailing behind each of the divers was 450 feet of rubber hose for his gas supply. The narrow beam of light stabbing into the black water from two 1000 watt Birns and Sawyers lamps sounds like a lot of light, but during the search on the barren bottom, with maximum light penetration of about eight feet falling into empty water, it didn't seem like much at all. Communications with Joe at the surface was very reassuring. This valiant dive lasted upwards of an hour and ended up costing Peter and Ward five and a half hours of decompression time, but the bridge discovery and resulting footage was well worth it.

Two years ago, Sat Systems had cut a hole through two doors in the hull leading into the first class foyer where the purser's safe was located. At the time I didn't get an opportunity to enter it because the expedition was aborted soon after the hole was cut. However, on this trip I made three excursions into the interior. Steve tended me while I slipped down and surveyed the confusing scene. As the light played over the deck, I filmed a large circular motif in the linoleum or tile. Behind me on the ceiling appeared a girl's face. Was I going zingy? I looked closer and could barely make out the silhouette of a young woman, but I couldn't ascertain whether it was art work, or simply a tantalizing design created by deterioration. I played the lights over to the left and caught a glimpse of a sink and bathtub, but couldn't see a toilet anywhere. Steve dropped down, swam over to the sink and turned the taps. They still worked. Checking the plans later, we found that we had been in the purser's cabin, which diagonally is about 90 feet across from the purser's office and safe.

Steve went back to the opening and tended me. I descended and discovered two glass doors leading toward the stern. I filmed them and dropped down to the bottom to a pile of rubble at 215 feet. I pressed my Unisuit button, inflating it with a little more gas, offsetting the 36 lbs. of lead I carried. The combination heavy weight and large suit volume allowed me a good insulating factor. In conjunction with long woolen underwear it worked marvelously well, and even after an hour's bottom time in the 46° water, plus four hours and more of decompression time, I didn't experience cold to the point of being uncomfortable.

A crab scuttled out of the way. A couple of anemones looking quite out of place were anchored in niches along the deck. Everything appeared to be in complete disarray. Facing the deck, I thought the chapel had to be off to my right. I quickly surveyed above me with the lights, afraid of timbers or a wall collapsing on me, but I remembered the conversation I had had earlier with Steve.

"Anything heavy that could trap or hurt you," he said, "probably settled to the bottom a long time ago. I wouldn't worry about it." That was a little reassuring. I played the powerful light around, spotted the central staircase and moved over to film it. And there at the base of the stairs were a couple

of words in the deck which read P O N T E V E . . . I couldn't make out the rest of it as I played the lights and camera over it, but later learned that it spelled out PONTE VESTIBOLI, or foyer deck. The chapel should be right behind those stairs, I thought, but the lights revealed emptiness. My bottom time was approaching an hour and I was still apprehensive about things falling on me. It was time to leave.

On another dive down into the foyer, I swam under a couple of bulkheads toward the bow, into a cabin, and discovered a wine bottle with the cork still intact. There were fuzzy things growing inside it. After filming it, I tucked it under my arm and handed it to Steve back at the entrance.

On some of the extreme exposures, say up to an hour below 220 feet, our first decompression stop would be at 150 feet. It seemed incredible, hanging on the line just ten feet up off the wreck. We'd then move up to 100 feet for the second stop, then ascend to 70 feet, and cross over on a shackled line to the diving bell. We'd enter the bell, shed our masks, flippers, and stow our weight belts, and alternately go on air and oxygen for the rest of our stops up to the surface. At our ten foot stop, we might be hoisted aboard and go into the chamber to finish our decompression. All in all, it was reasonably comfortable, and it sure beat hanging off in the water. While in the bell during my initial dives, I was concerned about the five ton anchor hanging below us. I could just picture the cable and safety line parting due to all the weight, and the bell plummeting 235 feet to the bottom. It was simply a case of paranoia.

On the last deep filming dive that I made with Goldi, he experienced a pain in his left shoulder while decompressing at 30 feet. Joe told us to strap ourselves in, lowered us to 60 feet, and we went on oxygen. Back at ten feet, Goldie then experienced pain in his right shoulder and left elbow, so we spent an additional three hours in the chamber. Our bottom time had been 56 minutes at 200 to 235 feet, and our total decompression time was seven hours. That's a long time to spend in a diving suit inside cramped, damp quarters . . .

While I had been concentrating my filming efforts on recognizable portions of the ship that viewers could relate to, such as the bow name, fish nets, the props, and down inside the foyer section, Peter concentrated on discovering and filming the extensive damage the *Doria* suffered during the collision. Clearly, he had the less glamorous, but certainly more important filming to do. No diver had even been into the area.

During the early portion of the expedition, Al had made an exploratory dive into number two cargo hold just forward of the promenade deckhouse with the idea of penetrating aft as far as the bulkhead, supposedly just forward and adjacent to the damaged section. At a depth of 190 feet, he dropped down into the black cavernous opening for three decks and turned left toward the stern, using a sprinkler system as a guide. At the bottom of the hold, he climbed over mountainous debris made up of passengers' effects, or more likely goods that were being shipped over from Italy. There were hundreds of shoes and boots, and wine bottles in complete disarray. Traversing the obstacle, Al made an exciting find. Leaning against a post was a futuristic shaped car that was being shipped over from Italy. Visibility inside was poor ranging from just two to five feet depending on how much silt was stirred up in the cramped quarters. Because of the debris and the limited visibility, there appeared to be no direct access to the damaged area from this point, so Gimbel decided to take another approach.

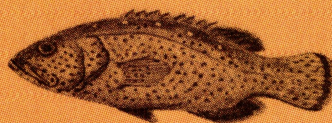
He and Ward began examining the bottom of the wreck on the outside of the hull at the sea floor, and quickly discovered a two and a half foot wide crack. Below the crack was a scooped out depression in the sand that sloped out and up from underneath the ship for about the length of three divers. Peter was able to squeeze through the crack and penetrate for about 15 feet to the wreckage of the double bottom where large structural members had fallen to the sand. Inside the wreck the sand depression was some seven or eight feet deep, about 20 feet

(Continued on Page 59)

The Graysby

(*Petrometopon cruentatum*)

The serranidae family of sea basses and groupers is composed of a wide assortment of vastly different shapes and sizes. Some species may be only inches long and weigh a few ounces, while others can weigh a thousand pounds. The graysby is one of the smaller sea basses of the Caribbean, reaching only about one foot in length. □ The most distinguishing characteristics of the graysby are the three (sometimes four) black spots below the dorsal fin. Since the graysby, like other serranids, can alter its colors considerably according to its immediate environment, these spots are sometimes white. The overall ground color appears red because of the numerous red or red-brown spots on a white background. The red color is referred to in the generic name of the fish. Author-ichthyologist Warren Zeiller relates that the Latin meaning of the word *cruentatum* is "dyed with blood." *Petrometopon* is from two Greek words, for stone and forehead, which refers to the frontal bones found within this particular species. The red spots can quickly change to a dark brown, and it is in this instance that the black spots become white. Ichthyologists Bohlke and Chaplin describe even another color phase in which the fish shows a banded pattern. □ The graysby is a common fish where found. Bohlke and



white spotted phase

Chaplin have recorded it from Bermuda and the Bahamas and Florida to the hump of Brazil, including the Gulf of Mexico. It is a fearless little fish and will often eat from the diver's hand, even though the smaller serranids normally dart into nearby holes in the reef when startled. John Randall found that the graysby feeds primarily on small fishes, also eating shrimps, stomatopods, crabs and gastropods. It stays near the bottom, around and on coral reefs and rock formations where there is abundant shelter, and it has frequently

been observed in caves.

It is not normally a deep water fish, but Randall notes that one individual was taken from 240 feet off Texas. □ The serranids are noted for their ability to change sexes. The larger members of the family, such as the groupers, are born as females and change into males in the

later stages of life. Some of the smaller serranids have been found to be hermaphroditic, having female eggs and male sperm at the same time. Bohlke and Chaplin found that even with this unusual ability, spawning among the serranids usually occurs in groups. Our pictured specimen has an obvious bulge about its middle section, an indication that it either can be a pregnant female, or a *Petrometopon cruentatum* of an indistinguishable gender that has just had a filling lunch. »

Photo By Carl Roessler—Text By Hillary Hauser

Photo taken in 30 feet of water off Bonaire. Photographer Roessler used a Nikon F camera with a 55mm lens, a Bauer strobe, Kodachrome 25, 1/60 second at f11, 15 inches from the subject.

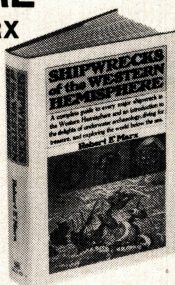


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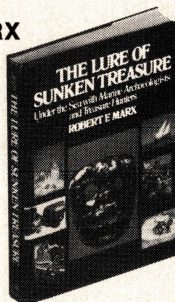
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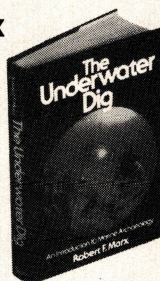
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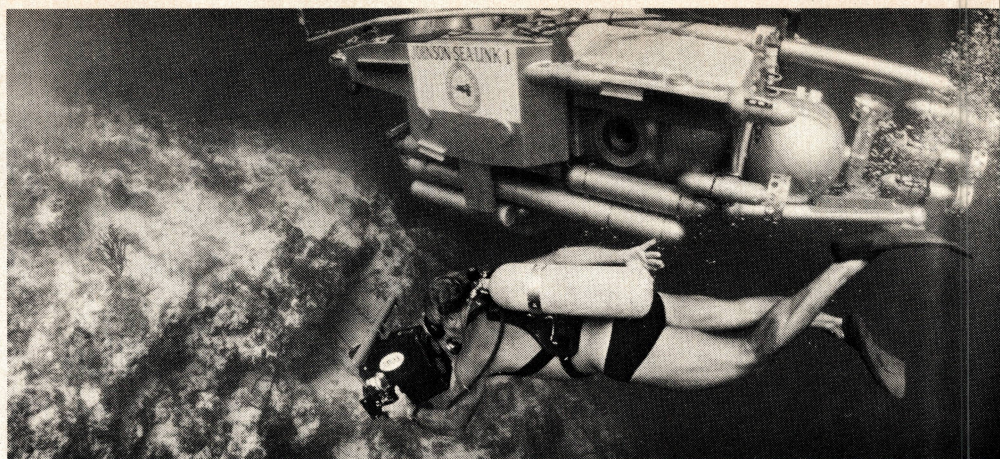
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project score

(Continued from Page 47)

chamber while they are still being held under pressure.

A specially designed hydraulic hoist mechanism was installed aboard the R. V. Johnson which permits rapid launching and recovery of the submarine over the stern of the ship. This not only provides unusual stability for handling the heavy submersible, the Sea-Link can be launched and recovered while the Johnson is underway in moderately heavy seas.

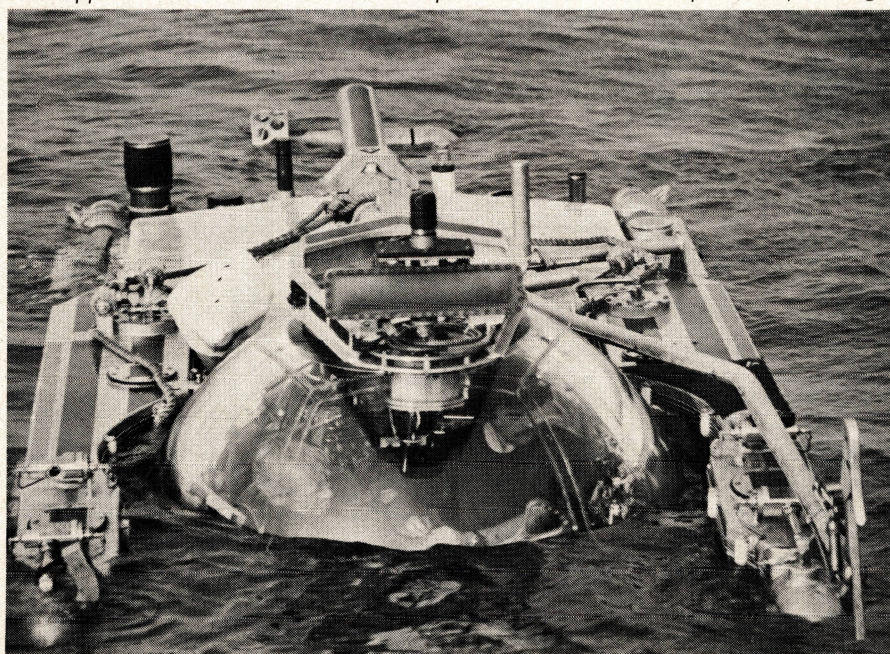
Another unique feature of the Sea-Link (which both Bridges and Klein fell in love with) is a large, transparent bubble that encloses the cockpit. This gives the pilot and his observer 180 degree visibility and permits extremely close maneuvering in rugged terrain. Bridges said that flying as co-pilot in the Sea-Link was one

of his most thrilling underwater experiences. And Klein was tempted to feature the sub as the star of his show because of its photographic possibilities both from the inside looking out, and from the outside looking in.

The Sea-Link is so maneuverable it can hover suspended in mid water a few feet off the bottom, drift slowly along the sheer face of an underwater cliff, or settle its 12-ton weight to the bottom so gently it barely ripples the sand. The sub is so delicately balanced that it must be made 700 pounds negative before divers can lock out. Otherwise the loss of their weight would cause the sub to float upward toward the surface.

The cockpit of the Sea-Link looks like the instrument panel of a military jet plane. On Bridges' first ride the pilot

The above photograph is of the Johnson-Sea-Link, the highly versatile and maneuverable SCORE sub in approximately 250 feet of water. Below is a shot of the sub as it begins to disappear below the surface with its pilot and fascinated co-pilot, Lloyd Bridges.



shook him up with routine instructions, "If something happens to me, you can bring the sub back to the surface by operating these three valves. You do this, and this, and push this — and the sub will automatically surface." Bridges' response was, "Wait a minute. Let's be sure nothing happens to you. I don't want to handle this thing by myself." The pilot laughed, said, "OK," and we watched the sea surface begin to rise above the transparent dome of the cockpit as the vessel submerged.

The *Sea-Link* is ideal for exploring deep along the wall of the drop-off. The large view port and sensitive navigation instruments enable cruising at extremely close range. Its powerful lights illuminate every nook and cranny, revealing a riot of colorful marine life and clinging organisms. At particularly interesting spots the sub can hover and permit scientist observers to study the area for long periods of time.

A problem was encountered in locking out divers on the face of the wall. There were no ledges on the sheer cliff wide enough for the *Sea-Link* to land. This was solved by hanging a heavy chain over the wall with a mooring ring at 250 feet. The sub latched onto the ring with its grappling arm, made itself heavy in the water, and hung suspended until the diver's mission was completed.

Bob Wicklund and Roger Cook, Operations Director for the *Johnson Sea-Link*, had made a lockout dive to 210 feet several years earlier and Cook was enthusiastic about Wicklund's proposal for a combined operation. The idea was accepted and gradually snowballed into a major research program.

For Project SCORE, the Hydro-Lab was moved to a depth of 60 feet to permit longer and deeper air-excursions that new decompression tables indicated were possible. Excursion dives were originally planned for one hour each at depths of 200, 250, and 300 feet. However, during early tests, a diver was hit by oxygen poisoning convulsions after 57 minutes at 300 feet, and the maximum excursion depth was reduced to 250 feet for 45 minutes.

For extra safety the *Sub-Igloo*, a seven-foot diameter sphere of clear, acrylic plastic, was anchored near the edge of the wall at a depth of 90 feet. It looks like a giant fishbowl and serves as a conference room as well as a safety back up. People inside could be seen and photographed by divers outside.

The giant transparent sphere attracted swarms of fish and provided scientist observers an excellent opportunity to study their habits. When Lloyd Bridges was inside he commented, "Diving has come a long way since the days of *Sea Hunt*. These underwater habitats always make me feel that we are in the aquarium and the fish are outside looking in at us."

Additional safety was provided by smaller, plastic-domed air stations instal-

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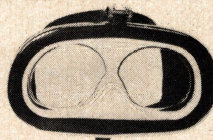


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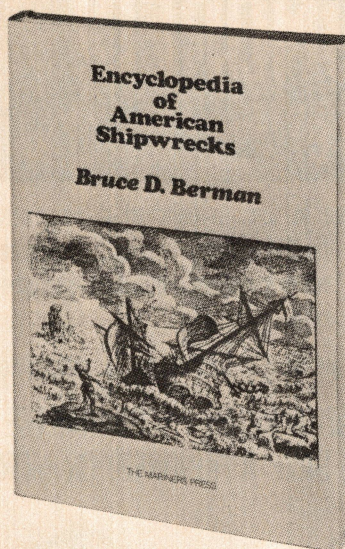
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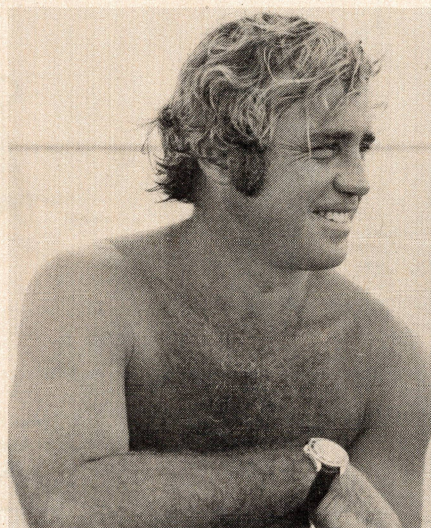
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project score

led at strategic decompression stops between the Hydro-Lab and the *Sub-Igloo*. All stations were provided with communications to the Hydro-Lab, the surface support vessel, and a shore based command post located in the Underwater Explorer's Club at Freeport. While divers were decompressing at the air stations, the plastic dome let them take their masks off and their mouthpieces out and talk to friends on the surface. The stations were soon dubbed "phone booths."

Divers saturated in the Hydro-Lab at 60 feet could work over the wall for one hour at 200 feet, with only 18 minutes of



The above is a photograph of Dr. Robert Wicklund, Operations Director for the Perry Foundation, and initiator of SCORE.

decompression before returning to the habitat. This dive from the surface normally requires about three and a half hours of decompression.

On 200-foot excursions the scientists swam directly from the Hydro-Lab over the wall and returned via the *Sub-Igloo* and phone booths. On 250-foot excursions the divers were picked up by the *Sea-Link* and transported to and from the dive site.

Wicklund said that while they were installing the extra safety equipment he often wondered if all the extra work and trouble was for nothing. But on the very first dive of the program the precautions paid off by saving a life.

The two scientists were using Biomarine scuba, a sophisticated rebreather that can be used with ordinary air, oxygen-nitrogen mixtures, or oxygen-helium mixtures. On this dive they descended directly from the sur-

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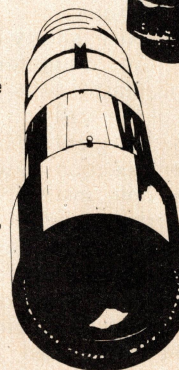
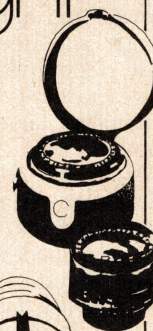
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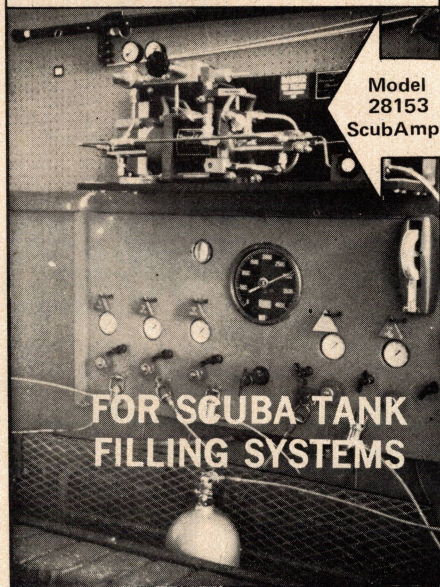
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face, using air for an excursion to 200 feet. At about 140 feet Wicklund saw them hesitate, then begin to swim slowly back toward the surface. He went down to find out what was wrong.

One of the divers' eyes were wide and staring straight ahead and he failed to respond to signals. Wicklund began pulling him toward the *Sub-Igloo*. A few seconds later the stricken diver spit out his mouthpiece, refused to accept Wicklund's air, then knocked his mask off and went into convulsions.

The victim was towed to the *Sub-Igloo*. Mouth-to-mouth resuscitation got him breathing again. But he was completely out of his head and had to be restrained for half an hour until the *Sea-Link* arrived. The victim was transported to the surface, transferred to the deck decompression chamber, and after five hours decompression, emerged from the ordeal in good shape.

There is no question that without the safety back up equipment and careful planning, this would have been fatal.

Project SCORE was an unqualified success. New diving tables using nitrogen instead of helium proved satisfactory under actual working conditions by a wide variety of subjects. SCORE also proved that moderate depth diving can be accomplished economically on air, eliminating the cost of helium and Donald Duck speech problems in communication.

Scientists discovered commercial quantities of black snapper at 200 feet and a red crab at 1000 feet that may prove commercially valuable. A number of new species formerly unknown to the Bahamas were discovered. Marine life of the wall was found to be closely integrated with shallow water environmental conditions and the SCORE studies will provide baseline information to serve as an early warning system of any developing trouble.

Much of SCORE's success, and the success of *Man Beneath The Sea* can be attributed to the complete cooperation and assistance of Bahama officials. The interest of the government in diving and its concern for the preservation of marine ecosystems is exemplified by the Honorable Lynden O. Pindling, Prime Minister of the Bahamas. Pindling is an enthusiastic scuba diver and he took time out from his duties as Prime Minister to dive on the SCORE Project. He visited with scientists in the Hydro-Lab, inspected and tested communications in the phone booths, and enjoyed fish-watching from inside the *Sub-Igloo*.

Unfortunately, very few Prime Ministers and other governmental bigwigs share Pindling's enthusiasm for diving. If they did, and took time to swim underwater for a firsthand look at the beauty of our submarine world, efforts to control ocean pollution would probably be far more successful than they are at the present time. >

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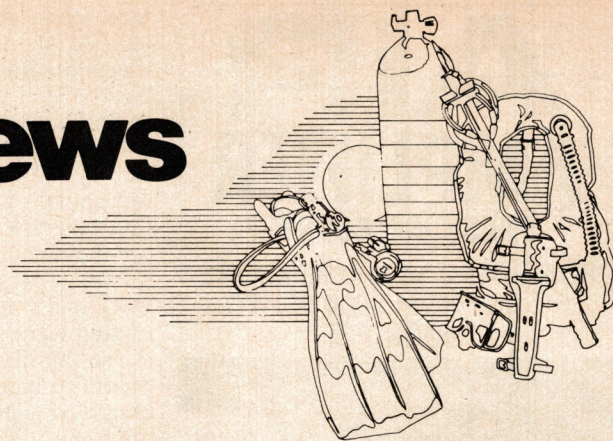
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Industry News

Cavalero



By Nancy Ackerman

Presently the name Cavalero probably means only one thing to most divers . . . spearguns. The Arbalete, the commercial name devised for Cavalero's original speargun, was first manufactured in France. It was introduced to the American market in 1948 by U.S. Divers, who distributed their product nationally.

The success of Cavalero's Arbalete is obvious. Still the biggest name in spearfishing, Cavalero sold almost one quarter million spearguns in 1974, the latest figure they had at this writing.

Champion spearguns were first manufactured during the occupation of France by Rene Cavalero. Cavalero was a swimming champion who learned the sport of underwater hunting from Canaldo, a Polynesian who was considered to be one of the best underwater hunters in his time. This undersea hunting was done with a javelin and bamboo and glass goggles. Cavalero immediately began to improve on Canaldo's equipment and, in 1941, made the first submarine gun using a steel shaft propelled by an elastic cord. Shortly thereafter he began manufacturing Champion spearguns for his friends to also secure food.

And what does spearfishing mean to today's sport diver? Sam Lecocq, the President and General Manager of Cavalero's U.S. company, feels that today's divers are reverting to the original reason for spearfishing. "The feeling is now, again, that spearfishing is a practical thing — a way to survive." To put it more simply, it puts food on the table. Lecocq also feels that the days are gone that killing fish is merely for sport, or a contest — it has evolved back to a means of feeding oneself and one's family.

The initial trend of considering the ecological impact of a sport at first dissuaded many divers from spearfishing at all. This feeling has been modified somewhat and many of these divers today are again spearfishing — but being more considerate of the size of their

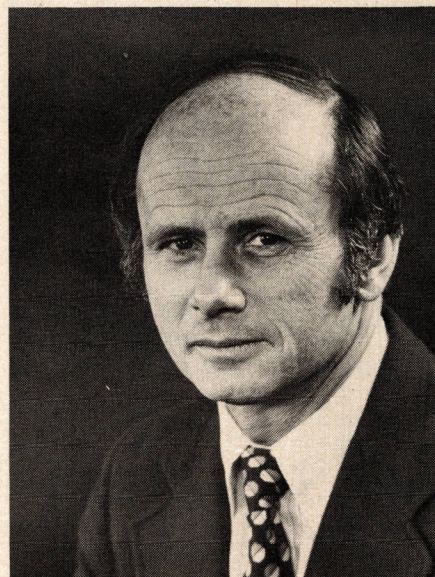
catch and shooting only what they will eat. This appears to be the more practical of the two resolutions and the opinion SKIN DIVER chooses to endorse.

While the spearguns still maintain a good proportion of Cavalero's business, Cavalero has expanded and offers divers quite a bit more equipment. Their full line was started in 1972. Now, not only does their line include about 50 different spearguns, it also includes a variety of masks, snorkels and fins, as well as knives, gear bags, suits, tanks and regulators, and much more.

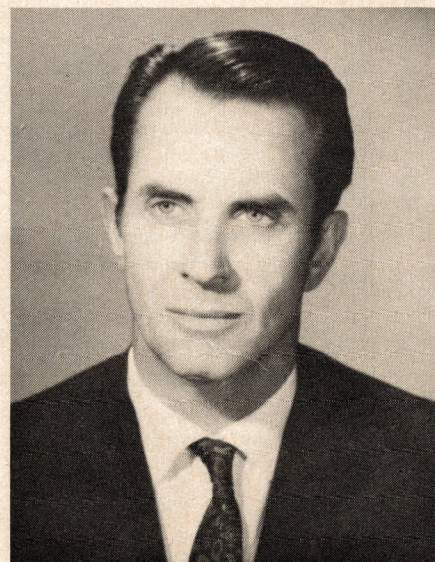
And now, for the United States, Cavalero has come out with a line specially designed for this market. Sam Lecocq was not only instrumental in bringing this product to our shores, but he also was a part of tailoring this large, auspicious European line to the American divers' needs and demands.

So what is it that Cavalero may have to offer that any other American full line dive equipment manufacturer can't supply? As previously stated, Cavalero is the largest speargun manufacturer in the world and has a technological advantage from their 30 years of manufacture and design of spearguns. This alone, according to SKIN DIVER's Readers' Survey, would appeal to over 35% of our readers who spearfish. Cavalero also has accumulated a few years' knowledge and expertise from manufacturing equipment for other American companies. And, more recently, they have acquired some experience manufacturing and selling their own product on the European market under the names Arbalete and Cavalero Champion.

Cavalero's United States divisional offices are presently located at 3186 Airway Avenue, Suite F, in Irvine, California. Any inquiries concerning catalogues or availability should be referred to Sam Lecocq. The American dive industry will definitely be enhanced by this new addition to its family of manufacturers. >



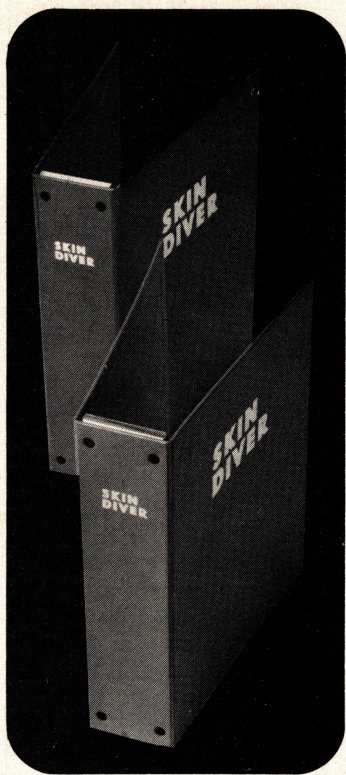
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Andrea Doria

(Continued from Page 51)

wide, and Peter estimated the total length to be about 40 feet. Because of the extensive wreckage and the fact that Peter was at the end of his hose he wasn't able to penetrate any further.

On Peter's left was a curled up plate that was bent and distorted during the penetration of the *Stockholm's* bow. When the divers followed the crack upward on the outside of the hull, they discovered that it continued up from the sand a good 20 to 25 feet, or about a quarter to a third of the way across the ship's bottom.

The *Doria* had been struck broadside by the *Stockholm* and in his excellent book, *Collision Course* (Putnam), Alvin Moscow wrote that because of the evidence presented, the estimated penetration on the upper deck was about 30 feet, probably about 18 feet at the C deck level and because of the shape of the *Stockholm* bow, much less than that near the bottom deck — perhaps seven feet.

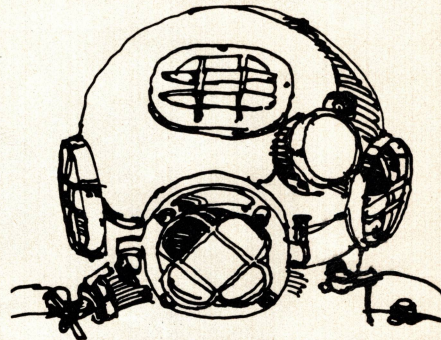
And no one had suspected damage to the actual bottom of the ship let alone damage to the bulkhead between the deep tank compartment and number two cargo hold.

Although neither Al, during his excursion into number two cargo hold, nor Peter from the outside were able to penetrate directly to this bulkhead to determine if it had been damaged, it was fairly obvious that it was because of the large trench swept out underneath the ship by thousands of gallons of water running back and forth during tidal changes. The *Doria* is lying on her wound and on the deck side of the ship there is no opening in the general area of the damaged section, except for number two cargo hold where water can flow through creating this tremendous gully. The water has to flow into the cargo hold, through the damaged bulkhead and into the deep tank compartment where the bottom rupture is located.

If the bulkhead had remained intact there would be no path for the current to sweep through trenching out such a large gully. And more importantly, if this bulkhead had remained intact and had held back the tremendous onslaught of water that poured into her, there's a possibility the *Doria* would have remained afloat.

Between Peter, Al and myself, we exposed 15,000 feet of film underwater, and Bryan Anderson exposed another 35,000 feet of film covering the exciting moments which took place on the deck of the *G.W. Pierce*. Every conversation the divers had underwater was recorded on tape, totaling 45,000 feet. From all of this, Peter and Elga have extricated approximately 1900 feet of prime footage for a one-hour TV special. This exciting film will premier on CBS, March 24, at 8 p.m. I can hardly wait to relive the adventure. It should be very exciting! >

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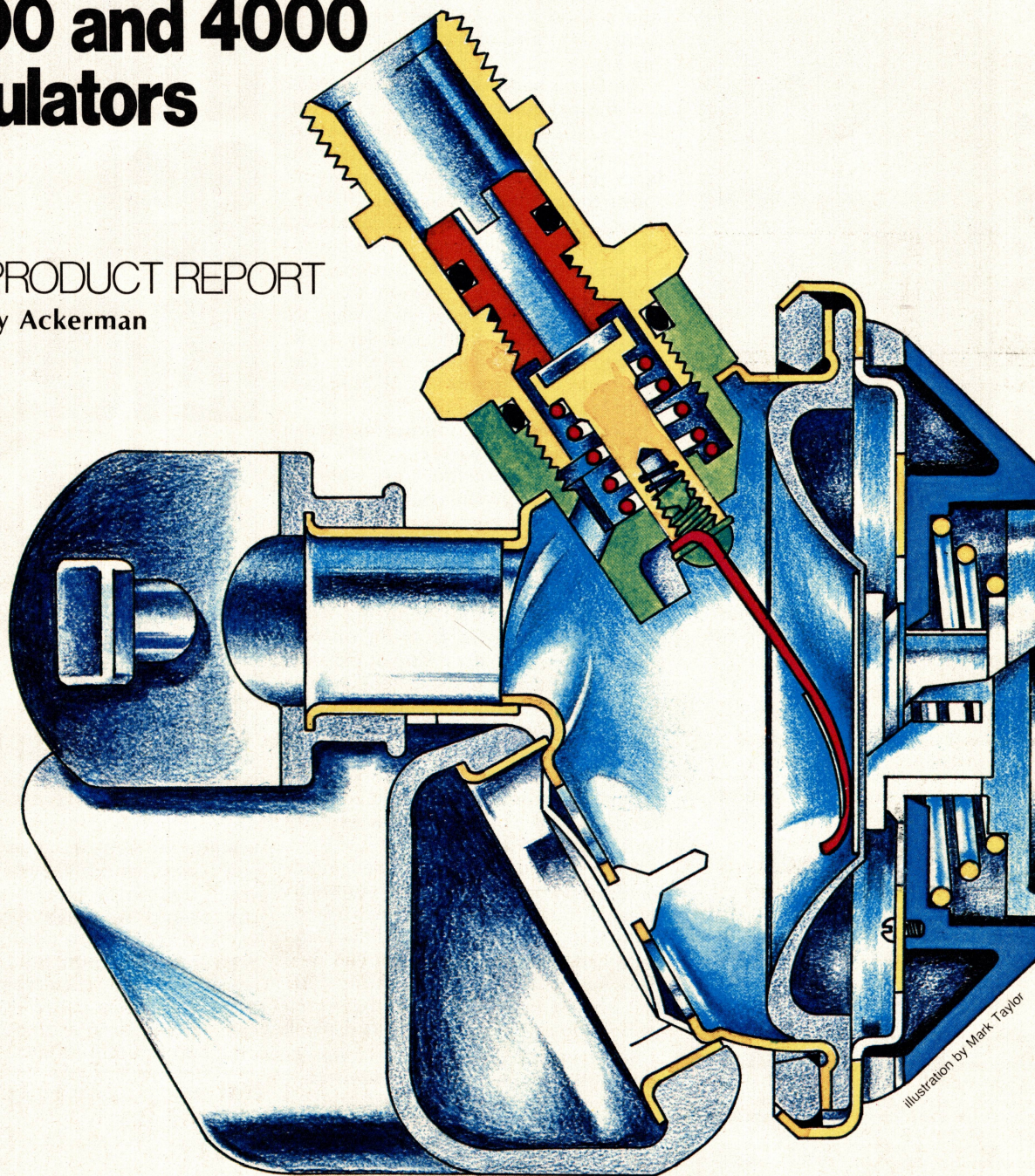
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an inside look at the **Sherwood Selpac** 3000 and 4000 regulators

SDM PRODUCT REPORT
By Nancy Ackerman



This unique illustration is a cutaway of the second stage regulator used for both the Sherwood 3000 and 4000 units. It colorfully represents a side view of a downstream, demand lever second stage.

Since 1926, Sherwood Selpac Corporation is a company that has been involved in the manufacturing of precision regulators and valves for gas control. They have catered to many different industries — medical, recreational vehicle, and welding, as well as the scuba diving equipment industry.

For years, the company has supplied valves, and, more recently, regulators for leading scuba gear manufacturers. Until recently, no dive equipment was made or marketed under their own company name. However, 1974 marked the debut for Sherwood Selpac to begin manufacturing and marketing their own line of dive equipment, and have introduced two new regulators which will further enhance a diver's choice of underwater breathing apparatus. They are the models 3000 and 4000. At the present time they have four distributors around the United States who are responsible for supplying their products. Their main facilities remain at 120 Church Street, Lockport, New York.

First Stage

Both the 3000 and 4000 regulators feature piston first stages, the 4000 model featuring a balanced piston design. The 3000 regulator's first stage has what Sherwood calls a large piston, or one that is approximately 17% larger than many piston first stages. This 1.12 inch diameter piston is designed to eliminate any variance in effort needed by a diver to breathe with the regulator with either high or low tank pressure. As the names imply, the 3000 regulator is designed for service up to 3000 psi, the 4000 regulator is 4000 psi.

The 4000 balanced piston first stage features a precision built, rust resistant stainless steel spring and piston. This first stage is of a modular design and the module can be removed as a unit to be tested or repaired outside the regulator body. Consequently, removal and replacement of components on the module is accomplished quite simply. Also, regulator repair can be made quickly by a professional dive shop by installing a completely new module.

The 4000 first stage is adjustable, and the adjustment can be made by removing the aforementioned module. With the module extracted, the piston can be readily removed and the Kel-F81 seat inspected. Kel-F81 is a fluorocarbon plastic utilized for its abrasion and chemical resistant properties as well as its zero moisture absorption characteristic.

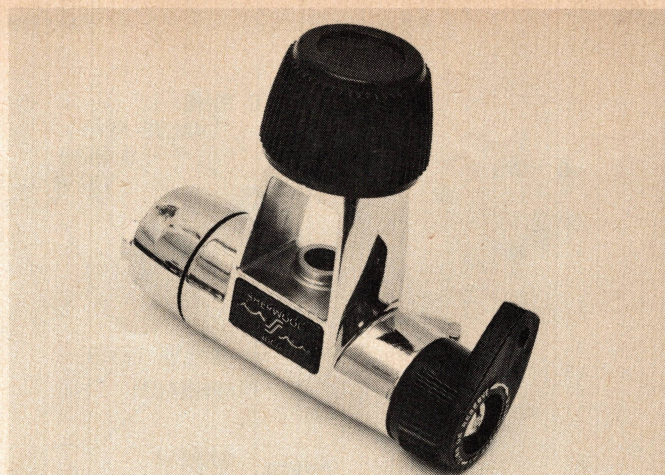
The 4000 first stage also has reserve capabilities. A conversion kit is available to add a reserve mechanism or remove it, according to a diver's needs. The conversion is a simple one. The Teflon® coated reserve stem of the 4000 allows for long lasting, stick free operation. The reserve poppet's cone-shaped tip is designed for a better seal than the flat surfaced reserves. The reserve lever is clearly marked in white lettering on the black background as to direction and function.

Both first stages feature unusually large yoke screw that are easy to manipulate with diver's gloves on. Besides the large knobs on these screws, they also feature a tip that is flatter than most which enables them to become quite solid when secured to a tank valve.

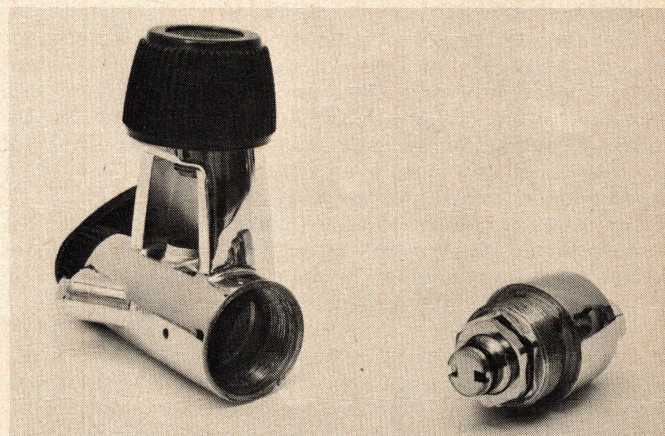
Both first stages also feature one high pressure port each, plus a number of low pressure ports. The 3000 has three low pressure openings and incredibly, the 4000 features four low pressure ports — enough for a BC inflator, an octopus, and the standard second stage, with one left over for an air tool or some other device that would operate on low pressure air.

Second Stage

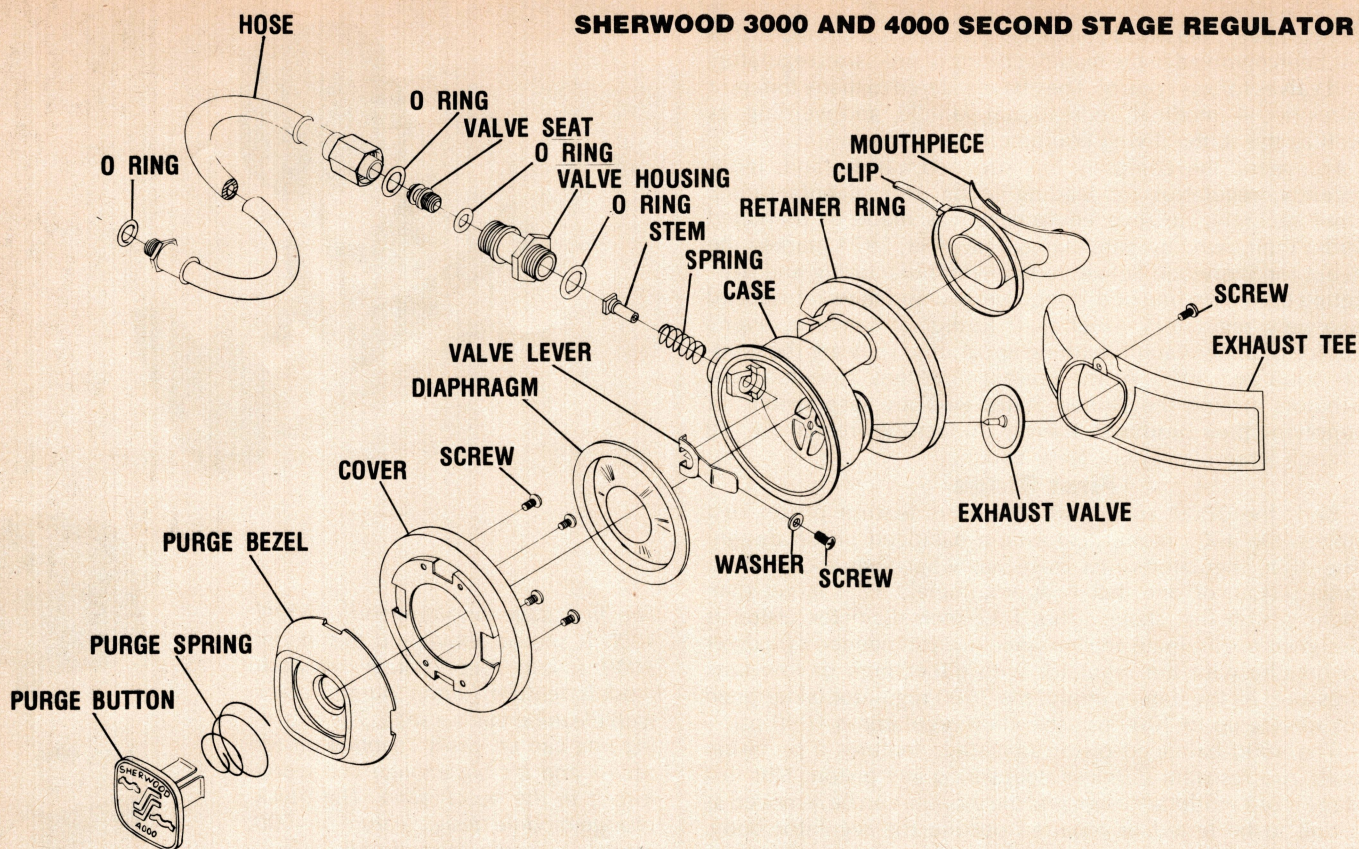
Although the housings of the 3000 and the 4000 units' second stages are different in appearance, mechanically they are essentially the same. Both second stages feature large exhausts with built-in chin supports that are extremely comfortable. Both units are demand lever valve design, have silicone diaphragms, and large convenient purge buttons — no fumbling and poking to find the purge on these second



The first stage of Sherwood's model 4000 is shown above and the model 3000 at left. Second stages of both models feature jumbo purge valves with cleaning that's a snap. The retaining ring can be easily snapped off for access and it's big enough you won't lose it in the beach sand. The quick change module design feature of 4000 model is shown immediately below.



SHERWOOD 3000 AND 4000 SECOND STAGE REGULATOR



stages while wearing neoprene gloves. A second stage octopus is also available.

Cleaning of the second stage is facilitated with a retainer ring that is quickly released with the end of a small standard screwdriver or other similarly shaped object. The retainer ring is a good size and is of a single piece plastic design. Its size defies its getting lost; the material eliminates the possibility of corrosion, and best of all, even an associate editor can take it apart and clean it with ease.

The adjustment to the variable fulcrum demand lever in the second stage is made simply through the end of the regulator where the hose connects. The regulator does not have to be dismantled though the hose must be disconnected.

The exhaust tee from the second stage is firmly fixed and cannot come off in your dive bag or get knocked off on your way to a dive site. It features a small Phillips head screw that secures it to the case assembly. One slight disadvantage of this feature is that the exhaust tee cannot be removed underwater, should the exhaust valve leak water from sand buildup. Though this may be an inconvenience when a diver would like to remove the tee for cleaning, this small screw would assure a diver the exhaust tee would be in place when the regulator is taken out of its bag on a dive.

Another feature of the Sherwood second stage is the indentation inside the second stage near the mouthpiece. This indentation acts as an airfoil and creates a partial vacuum across the diaphragm which helps to actuate the demand lever. After the opening of the inlet valve, the inlet air creates a venturi effect, resulting in an area of reduced pressure. Upon overcoming the initial effort to open the control valve in the regulator, or the "cracking resistance," the venturi effect reduces inhalation effort and maintains a more uniform breathing effort during various air flow situations.

Maintenance

As with any of your dive equipment, preventive maintenance

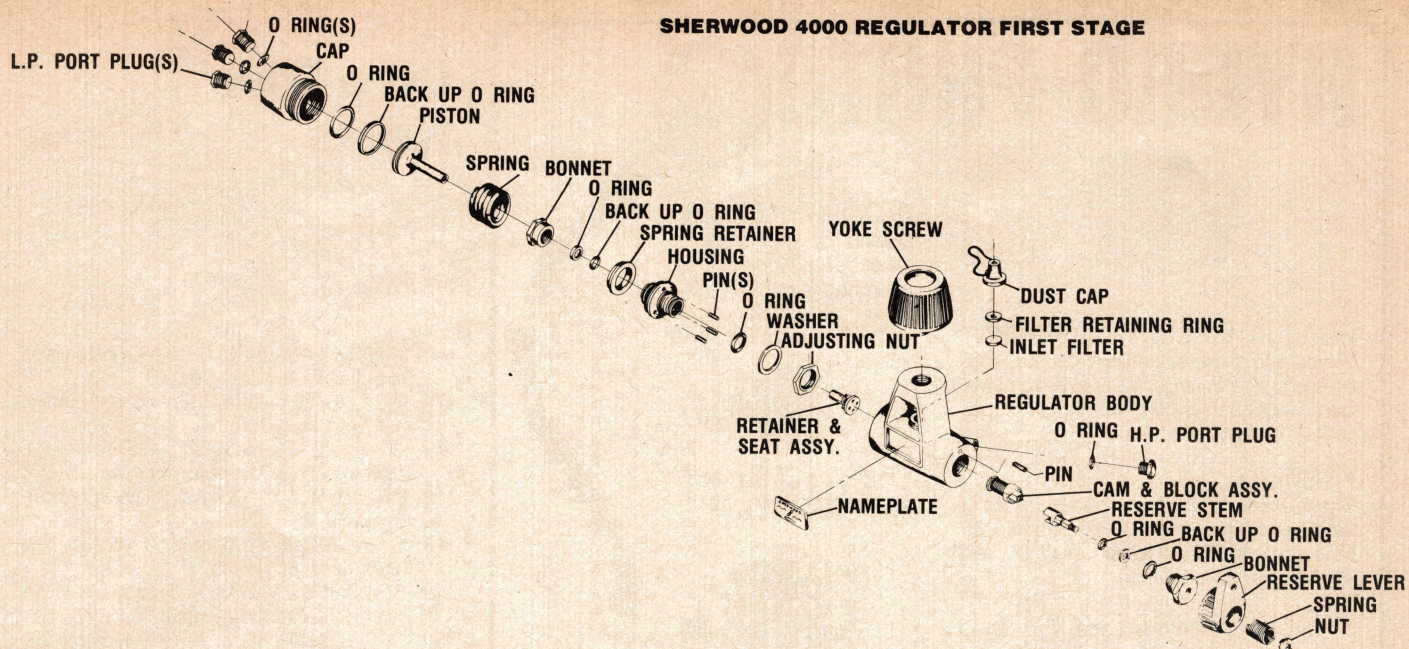
is extremely important. And being part of a diver's life support equipment, Sherwood regulators demand utmost care and respect. After use, the Sherwood regulator first and second stages, as any regulators, should be completely submerged in fresh water and agitated briskly. The dust cap should be in place before rinsing the first stage. Water should be allowed to flow freely through the second stage — into the mouthpiece and out of the exhaust tee. When rinsing the purge and diaphragm area, the low pressure hose should be kept higher than the second stage and the purge button pushed in and out while flushing it. The Sherwood second stages facilitate this process by having the retainer ring behind the cover which, when snapped off, will allow the disassembly of the diaphragm area. After the rinsing process, the unit should then be shaken dry and the exterior wiped. This should be followed, again as with all regulators, with a yearly checkup at a professional dive shop.

The price of the 3000 regulator is \$100. The price of the 4000 unit without the built-in reserve is \$135 and the Teflon® reserve poppet is \$145. The conversion kit for the 4000 regulator from K to J is \$10.30; the conversion kit for J to K, eliminating the reserve mechanism, is \$3.46. And a second stage octopus is available for \$55.00.

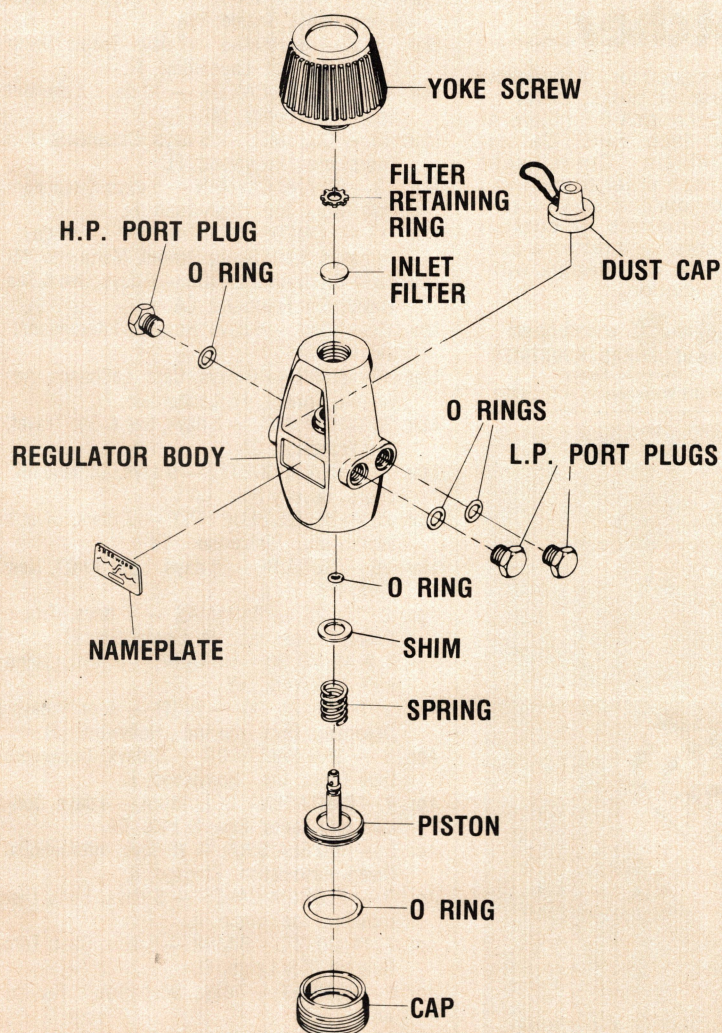
The 3000 and 4000 regulators are the end product of Sherwood's many years of experience in manufacturing valves and regulators for both the commercial gas and sport diving markets. Although the units offer nothing revolutionary in regulator design, they appear to be well designed and of sturdy construction. The first stage of the 4000 is particularly hefty.

As for performance and reliability, it is really too early to tell. There are not enough units in the hands of the consumers to obtain sufficient data on open water use. Both regulators seem to function smoothly, and breathe easily. However, bench tests in a laboratory are not the full test of a regulator's worth. Only time, and hundreds of dives in open water, will tell whether they will make their mark in the sport.

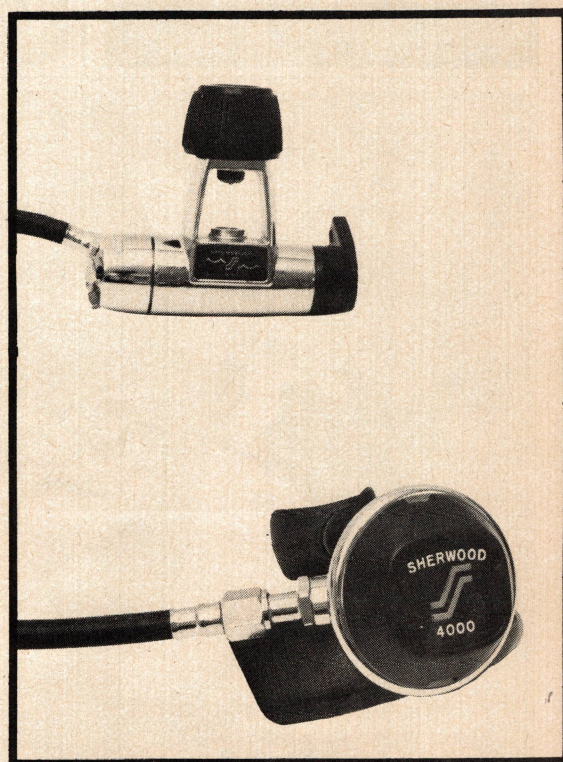
SHERWOOD 4000 REGULATOR FIRST STAGE



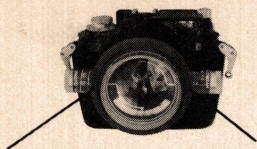
SHERWOOD 3000 REGULATOR FIRST STAGE



The Sherwood 4000 regulator shown below with reserve features include a large, no fumble purge button, a balanced piston design to keep breathing effort level constant until air supply drops to reserve level, four low pressure ports ready to octopus hook-up. Even with three auxiliary second stage regulators, regulator will provide dependable air supply without starving out. Exploded view of 4000 first stage is shown above and the 3000 at left.



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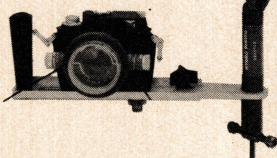
3909 13th Ave. So., Seattle, Wa. 98108

CLOSE-UP LENSES

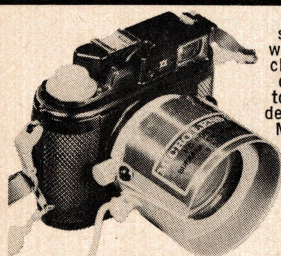
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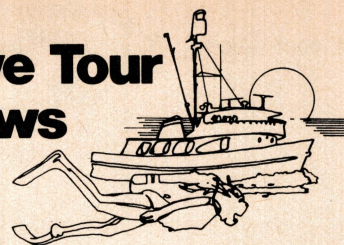


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Dive Tour News



- Mar. 3, 17, 31 — MAJURO — 9 days, Micronesian Expeditions, Salt Lake City, UT
- Mar. 5, 12, 19, 26 — BONAIRE — 8 days, Lisind Int'l, New York, NY
- Mar. 5, 12, 19, 26 — HAITI — 5 or 8 days, Oceaneers Dive Tours Inc., Hollywood, FL
- Mar. 5 — BERMUDA — 8 days, Happy Wanderer, Bronxville, NY
- Mar. 6 — CANCUN — 8 days, Oceaneers Dive Tours, Inc., Hollywood, FL
- Mar. 6 — SAN SALVADOR — 8 days, Oceaneers Dive Tours, Inc., Hollywood, FL
- Mar. 6 — FLORIDA KEYS — 7 days, Berry Distributors, Inc., Alsip, IL
- Mar. 6 — BIMINI — 7 days, Capt. Skeet LaChance, Adventure Cruises, Ft. Lauderdale, FL
- Mar. 7 — RED SEA/SINAI — 10 days, International Divers Association, Chicago, IL
- Mar. 10 — GALAPAGOS — 15 days, Stan Waterman, See & Sea Travel, San Francisco, CA
- Mar. 11 — MICRONESIA — 10 days, Horizons International, Seattle, WA
- Mar. 13, 22 — BAHAMAS — 7 days, Tropic Diving Cruises Inc., Ft. Lauderdale, FL
- Mar. 13 — SOUTH CAICOS — 10 days, Lakeland Sports, Marquette, MI
- Mar. 13 — COZUMEL — 8 days, Oceaneers Dive Tours, Inc., Hollywood, FL
- Mar. 13 — GRAND CAYMAN — 8 days, Oceaneers Dive Tours, Inc., Hollywood, FL
- Mar. 13 — CAICOS ISLANDS, BWI — 8 days, Tomasi's, NMU Scuba School, Marquette, MI
- Mar. 13 — CAYMAN ISLANDS — 8 days, See & Sea Travel, San Francisco, CA
- Mar. 15 — KONA — 5 days, Horizons International, Seattle, WA
- Mar. 17 — BIMINI — 10 days, Capt. LaChance, Adventure Cruises, Ft. Lauderdale, FL
- Mar. 20 — COZUMEL — 8 days, See & Sea Travel, San Francisco, CA
- Mar. 20 — SEA OF CORTEZ — 9 days, Sunland Int'l Tours, Beverly Hills, CA
- Mar. 20 — BELIZE/BLUE HOLE — 7 days, Diver's World, Inc., Richardson, TX
- Mar. 26 — BONAIRE — 8 days, Lisind Int'l, New York, NY
- Apr. 2, 17, 25 — BAHAMAS — 7 days, Tropic Diving Cruises Inc., Ft. Lauderdale, FL
- Apr. 2, 9, 16, 23, 30 — BONAIRE — 8 days, Lisind Int'l, New York, NY
- Apr. 2, 9, 16, 23, 30 — HAITI — 5 or 8 days, Oceaneers Dive Tour Inc., Hollywood, FL
- Apr. 3 — SAN SALVADOR — 8 days, Oceaneers Dive Tours, Inc., Hollywood, FL
- Apr. 4 — CARTAGENA, COLOMBIA — 8 days, Sunland Int'l Tours, Beverly Hills, CA
- Apr. 5 — RED SEA/SINAI — 10 days, International Divers Association, Chicago, IL
- Apr. 7 — FLORIDA CAVES — 5 days, Berry Distributors, Inc., Alsip, IL
- Apr. 7, 14, 20, 27 — BIMINI — 5 days, Capt. Tom Guarino, Key Largo, FL
- Apr. 9 — BONAIRE — 7 days, Scuba Tours, Fairfax, VA
- Apr. 10 — GRAND CAYMAN — 8 days, Oceaneers Dive Tours, Inc., Hollywood, FL
- Apr. 10 — CANCUN — 8 days, Oceaneers Dive

Tours, Inc., Hollywood, FL
 Apr. 10 — COZUMEL — 8 days, Oceaneers Dive
 Tours, Inc., Hollywood, FL
 Apr. 10 — CAYMAN ISLANDS — 8 days, See & Sea
 Travel, San Francisco, CA
 Apr. 10, 20 — BIMINI — 7 days, Capt. LaChance,
 Adventure Cruises, Ft. Lauderdale, FL
 Apr. 14, 28 — MAJURO — 9 days, Micronesian
 Expeditions, Salt Lake City, UT
 Apr. 16 — ROATAN — 8 days, Lisind Int'l, New
 York, NY
 Apr. 16 — ELEUTHERA, BAHAMAS — 8 days,
 Lisind Int'l, New York, NY
 Apr. 16 — COZUMEL — 8 days, Sunland Int'l
 Tours, Beverly Hills, CA
 Apr. 17 — ST. THOMAS, VI — 8 days, Happy
 Wanderer Travel, Bronxville, NY
 Apr. 17 — GRAND CAYMAN — 8 days, Happy
 Wanderer Travel, Bronxville, NY
 Apr. 17 — DOMINICAN REPUBLIC — 8 days, Lee
 Turcotte, Atlantis Safaris, Miami Shores, FL
 Apr. 17 — COZUMEL — 8 days, See & Sea Travel,
 San Francisco, CA
 Apr. 19 — KONA — 5 days, Horizons International,
 Seattle, WA
 Apr. 24 — BONAIRE/CURACAO — 9 days, See &
 Sea Travel, San Francisco, CA
 Apr. 25 — SAN SALVADOR, BAHAMAS — 8 days,
 Lisind Int'l, New York, NY
 Apr. 27 — TAHITI/RANGIROA — 16 days, Dewey
 Bergman, See & Sea, San Francisco, CA
 May 1 — SAN SALVADOR — 8 days, Oceaneers
 Dive Tours, Inc., Hollywood, FL
 May 1 — COZUMEL — 8 days, Oceaneers Dive
 Tours, Inc., Hollywood, FL
 May 1 — FLORIDA KEYS — 7 days, Berry Dis-
 tributors, Inc., Alsip, IL
 May 3, 17, 29 — BAHAMAS — 7 days, Tropic
 Diving Cruises Inc., Ft. Lauderdale, FL
 May 4, 12, 19 — BIMINI — 7 days, Capt. Tom
 Guarino, Key Largo, FL
 May 5 — GALAPAGOS — 15 days, Jack McKenney,
 See & Sea Travel, San Francisco, CA
 May 7, 14, 21, 28 — BONAIRE — 8 days, Lisind
 Int'l, New York, NY
 May 7, 14, 21, 28 — HAITI — 5 or 8 days,
 Oceaneers Dive Tours Inc., Hollywood, FL
 May 8 — SEA OF CORTEZ — 9 days, Sunland Int'l
 Tours, Beverly Hills, CA
 May 8 — BIMINI — 10 days, Capt. Skeet LaChance,
 Adventure Cruises, Ft. Lauderdale, FL
 May 8 — AQABA, JORDAN — 15 days, See & Sea
 Travel, San Francisco, CA
 May 8 — CAYMAN ISLANDS — 8 days, See & Sea
 Travel, San Francisco, CA
 May 12, 26 — MAJURO — 9 days, Micronesian
 Expeditions, Salt Lake City, UT
 May 14, 21 — BONAIRE — 8 days, Lisind Int'l,
 New York, NY
 May 15 — COZUMEL — 8 days, See & Sea Travel,
 San Francisco, CA
 May 17 — RED SEA/SINAI — 10 days, International
 Divers Association, Chicago, IL
 May 17 — KONA — 5 days, Horizons International,
 Seattle, WA
 May 18 — BIMINI — 10 days, Capt. LaChance, Ad-
 venture Cruises, Ft. Lauderdale, FL
 May 22 — SAN SALVADOR — 8 days, Happy Wan-
 derer Travel, Bronxville, NY
 May 22 — ST. THOMAS, VI — 7 days, Happy
 Wanderer Travel, Bronxville, NY
 May 22 — VIRGIN GORDA/ST. MARTEEN — 12
 days, Trimaran Misty Law, St. Thomas, VI
 May 22 — BONAIRE/CURACAO — 9 days, See &
 Sea Travel, San Francisco, CA
 May 28 — COZUMEL — 8 days, Sunland Int'l
 Tours, Beverly Hills, CA
 May 29 — BRITISH HONDURAS — 7 days, Berry
 Distributors, Inc., Alsip, IL
 May 29 — CUNCUN — 8 days, Oceaneers Dive
 Tours, Inc., Hollywood, FL

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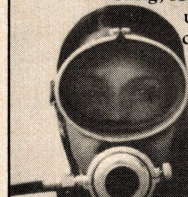
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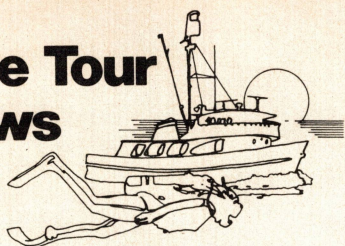
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Dive Tour News



May 29 — GRAND CAYMAN — 8 days, Oceaneers Dive Tours, Inc., Hollywood, FL
 June 1 — TAHITI/RANGIROA — 16 days, Carl Roessler, See & Sea, San Francisco, CA
 June 1 — CAY SAL 3 days, Capt. Tom Guarino, Key Largo, FL
 June 4, 11, 18, 25 — BONAIRE — 8 days, Lisind Int'l, New York, NY
 June 4, 11, 18, 25 — HAITI — 5 or 8 days, Oceaneers Dive Tours Inc., Hollywood, FL
 June 4, 16 — GRAND CAYMAN — 12 days, Sierra Club, San Francisco, CA
 June 5 — ST. MARTEEN — 12 days, Trimaran Misty Law, St. Thomas, VI
 June 5 — SAN SALVADOR — 8 days, Oceaneers Dive Tours, Inc., Hollywood, FL
 June 5 — CAYMAN ISLANDS — 8 days, Rich Bergero, See & Sea, San Francisco, CA
 June 7 — CAY SAL — 4 days, Capt. Tom Guarino, Key Largo, FL
 June 7, 17, 27 — FREEPORT — 7 days, Capt. Skeet LaChance, Adv. Cruises, Ft. Lauderdale, FL
 June 9, 23 — MAJURO — 9 days, Micronesian Expeditions, Salt Lake City, UT
 June 9 — FLORIDA KEYS — 5 days, Berry Distributors, Inc., Alsip, IL
 June 12, 26 — BAHAMAS — 7 days, Tropic Diving Cruises Inc., Ft. Lauderdale, FL

June 12 — ANDROS — 7 days, Fred Calhoun, Underwater Safaris, Boston, MA
 June 12 — CANCUN — 8 days, Oceaneers Dive Tours, Inc., Hollywood, FL
 June 12 — COZUMEL — 8 days, See & Sea Travel, San Francisco, CA
 June 18 — ROATAN — 14 days, Explorer Division, BSA, Los Angeles, CA
 June 18 — CHINCHORRO REEF — 10 days, Sunland Int'l Tours, Beverly Hills, CA
 June 19 — COZUMEL — 8 days, Oceaneers Dive Tours, Inc., Hollywood, FL
 June 19 — ANTHONY'S KEY, ROATAN — 8 days, Atlantis Safaris, Miami Shores, FL
 June 19 — BELIZE BARRIER REEF — 14 days, Sierra Club, San Francisco, CA
 June 26 — BR. VIRGIN ISLANDS — 12 days, Trimaran Misty Law, St. Thomas, VI
 June 30 — GALAPAGOS — 15 days, See & Sea Travel, San Francisco, CA
 July 2 — ROATAN — 16 days, Trimaran Misty Law, St. Thomas, VI
 July 2, 9, 16, 23, 30 — BONAIRE — 8 days, Lisind Int'l, New York, NY
 July 2, 9, 16, 23, 30 — HAITI — 5 or 8 days, Oceaneers Dive Tours Inc., Hollywood, FL
 July 3 — CAYMAN ISLANDS — 8 days, See & Sea Travel, San Francisco, CA
 July 3 — COZUMEL — 8 days, See & Sea Travel, San Francisco, CA
 July 3 — FLORIDA KEYS — 7 days, Berry Distributors, Inc., Alsip, IL
 July 3 — BRITISH HONDURAS — 7 days, Berry Distributors, Inc., Alsip, IL
 July 3 — SAN SALVADOR — 9 days, Oceaneers Dive Tours, Inc., Hollywood, FL
 July 3 — CANCUN — 8 days, Oceaneers Dive Tours, Inc., Hollywood, FL
 July 7, 21 — MAJURO — 9 days, Micronesian Expeditions, Salt Lake City, UT

July 7 — FIJI & TONGA — 20 days, Sierra Club, San Francisco, CA
 July 8 — VIRGIN ISLANDS — 12 days, Sierra Club, San Francisco, CA
 July 9, 23 — BAHAMAS — 7 days, Tropic Diving Cruises Inc., Ft. Lauderdale, FL
 July 9 — COZUMEL — 8 days, Sunland Int'l Tours, Beverly Hills, CA
 July 10 — BRITISH VIRGIN ISLANDS — 12 days, Trimaran Misty Law, St. Thomas, VI
 July 10 — COZUMEL — 8 days, Oceaneers Dive Tours, Inc., Hollywood, FL
 July 14 — BIMINI — 10 days, Capt. LaChance, Adventure Cruises, Ft. Lauderdale, FL
 July 17 — BONAIRE — 8 days, See & Sea Travel, San Francisco, CA
 July 17 — ROATAN/HONDURAS — 8 days, Anthony's Key Resort, Miami, FL
 July 24 — AKUMAL — 8 days, Lisind Int'l, New York, NY
 July 24 — GRAND CAYMAN — 8 days, Happy Wanderer Travel, Bronxville, NY
 July 24 — SEA OF CORTEZ — 9 days, Sunland Int'l Tours, Beverly Hills, CA
 July 27 — NASSAU — 14 days, Capt. LaChance, Adventure Cruises, Ft. Lauderdale, FL
 July 30 — COZUMEL — 17 days, Explorer Division, BSA, Los Angeles, CA
 July 31 — BRITISH VIRGIN ISLANDS — 12 days, Trimaran Misty Law, St. Thomas, VI
 July 31 — CAYMAN ISLANDS — 8 days, See & Sea, San Francisco, CA
 Aug. 2 — KONA COAST, HAWAII — 12 days, Sierra Club, San Francisco, CA
 Aug. 4, 18 — MAJURO — 9 days, Micronesian Expeditions, Salt Lake City, UT
 Aug. 6, 20 — BAHAMAS — 7 days, Tropic Diving Cruises Inc., Ft. Lauderdale, FL

(Continued on Page 80)

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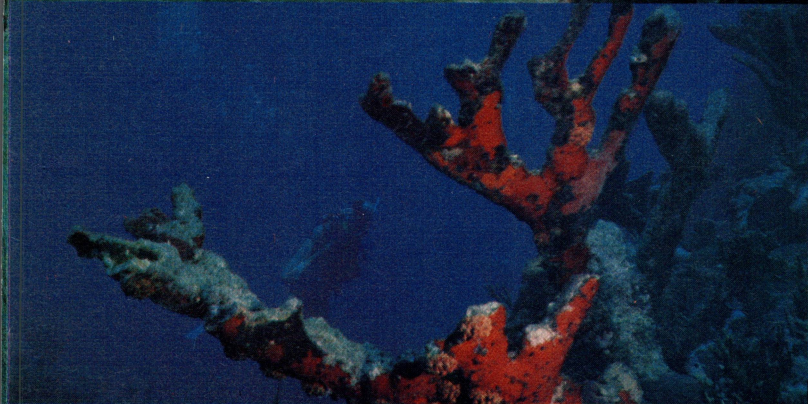
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SDM guide to the BVI

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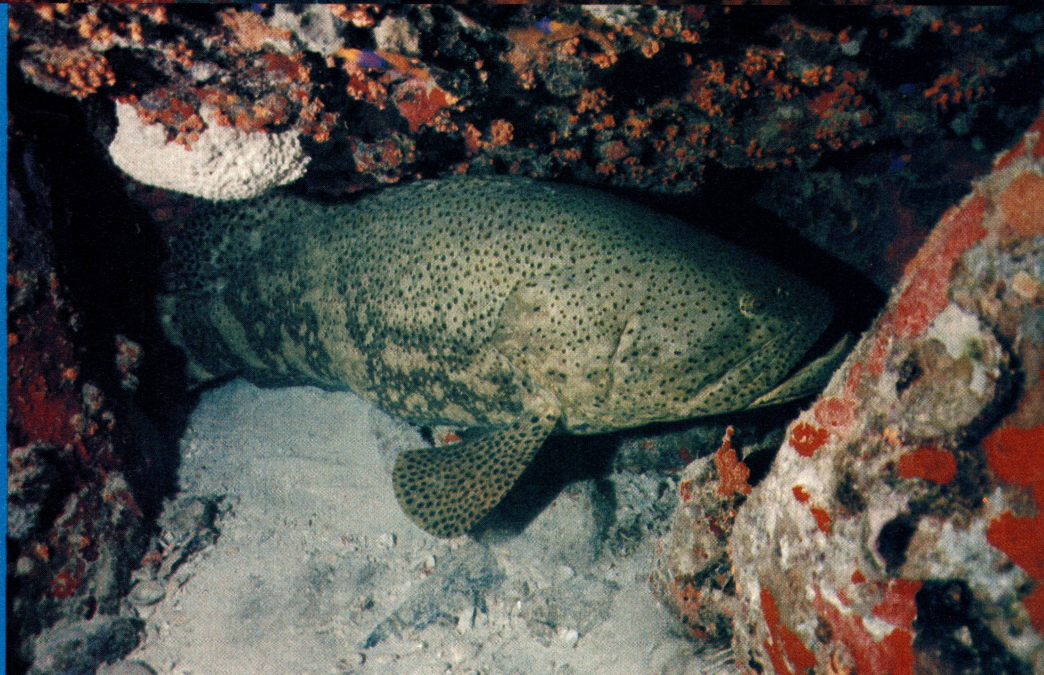
Normally a timid creature, the squirreelfish of BVI are so tame that divers feed them by hand.

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The richness of BVI's coral reefs is often punctuated by a splash of red encrusting sponge.

The Rhone wreck's interior is decorated with a dazzling tapestry of Tubastea corals.

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photography by Author

The British Virgin Islands is a compact little chain of islands situated 70 miles due east of Puerto Rico and lying almost next door to St. Thomas. In fact, less than one mile separates the American and British Virgin Islands from one another.

Compressed into a small ocean area measuring 30 miles long by eight miles wide, is a sprinkling of more than 60 tiny islands, cays and rocks. Although the water is often deep, the distance be-

tween islands is seldom more than a mile or two — thus providing visitors with a unique arrangement of stepping stones into a world of exceptional diving.

The BVI contains several hundred submerged pinnacles, rocks, and reefs with some of the reefs running miles in length. There are literally thousands of dive spots, and it would take a lifetime of exploration to see them all.

Perhaps the most impressive aspect of

the BVI underwater scene is the tremendous amount of fish life which inhabits these islands. Sighting great schools of amberjack, horse-eye jack, spadefish, and glasseye snapper can be a daily occurrence. It is one of the few places where a diver has a good chance of viewing a 200 pound giant jewfish close up and, perhaps, taking its picture. And it is the only place known where the normally timid squirreelfish will congre-

gate in great numbers and actually take food from a diver's hand. Lobster, turtle, and nurse sharks are plentiful, and large rays are frequently photographed. A wide variety of moray eels seem to thrive in BVI waters, including the green, the spotted, the golden tail, and the chain moray. Many strange behavioral patterns among fish seem to occur in these waters, such as seasonal formation of a massive school of as many as 1000 juvenile boxfish at an offshore pinnacle!

Another great attraction for divers is the BVI's reputation as one of the great undersea graveyards for lost ships. Its maritime history dates back to the 18th century, when these tiny islands served as an important stopover for sailing ships traveling between Europe and South America. Sudden storms and poor navigation caused many a ship to crash against the myriad of shallow coral heads and submerged rocks which lie hidden in these waters. One of the most popular wreck dives in the Caribbean, the *Rhone*, lies in BVI waters, and the Anegada Reef is reputed to be the final resting place for 200 ships. These wrecks span the entire spectrum of shipping . . . Spanish galleons, British fighting ships, steel hull freighters, French brigs, side-wheel steamers, and so on. Most remain untouched by commercial salvagers and protected by the BVI government.

In spite of its superb diving opportunities, the BVI is still unknown to the majority of traveling divers. Positioned slightly off the main tourist lanes, the BVI has no direct air service with any major U.S. airlines. Development of these islands has been slow and more controlled than its American V.I. neighbors. Although there is a good variety of hotels, most are small and cozy with only five to 20 rooms at each facility. There are no high rise buildings, super highways, or tour buses in the BVI, and this has no doubt helped greatly to keep the pollution to a minimum.

From a diver's point of view, the British Virgin Islands can be divided into two areas: the Tortola group to the west, and the Virgin Gorda group to the east. Tortola and Virgin Gorda are two of the larger islands, and each contains its own community of hotels, dive shops, air stations, boats, and guides. Both islands have their own airport facilities, marinas, and shopping areas. A deep water channel called Sir Francis Drake Channel geologically separates the two island groups, and at one time served as a major shipping lane for sailing vessels.

In the Tortola area, there are four diving facilities located in three different islands. Three of these operations are owned and operated by George and Luana Marler. Formerly from Texas, this young, energetic American couple have built a booming business in less than five

years. All three shops are called Aquatic Centres, and the main shop is located at the Moorings Marina in Roadtown on Tortola. A new facility has just been installed at Village Cay Marina located on the outskirts of Roadtown. The third operation is located at Peter Island which is five miles to the south. All three diving operations are equipped with air compressors, rental tanks, 23-foot/eight passenger dive boats, and diving guides. Their newest addition is a 38 foot Pacemaker cruiser which can accommodate 15 or more divers comfortably. Dive trips are conducted twice daily, and the cost is \$20 for a single tank dive or \$35 for a two tank dive. All equipment is supplied for the trips. Scuba instruction is also available upon request. Larger dive boats are readily available for dive clubs or organized groups.

The fourth diving facility in the Tortola area is located on Marina Cay, a tiny island seven miles east of Roadtown. The only inhabitant of this private island is the Marina Cay Resort Hotel, owned and operated by Fran and Mile Giacinto. The resort is comprised of 16 private cottages which hold 32 guests, a main lodge and dining area, and a pier with marina facilities. Catering largely to dive groups and diving oriented families, this resort is equipped with its own air compressor and rental tanks. Their summer rates are \$37.50 per day, which includes room, breakfast, and dinner. Dive trips are conducted by Joe Giacinto, brother of the owner.

Also based at Roadtown is the 56-foot diving and sailing trimaran, *Misty Law*. Owned and operated by Duncan Muirhead, this ship conducts 12-day diving trips throughout all of the BVI, including Anegada Reef. The cozy trimaran carries a maximum of eight diving guests and a crew of four — skipper, mate, cook, and divemaster. They make two tank dives daily plus a good deal of snorkeling and a night dive every second or third evening. Built in England, and a seasoned veteran of six trans-Atlantic voyages, the *Misty Law* provides an ideal opportunity for the all around water sportsman to take advantage of both exciting sailing and superb diving. Captain Muirhead conducts approximately a dozen dive tours per year, and the cost is \$590 per person for the complete voyage, including diving. The program has proved so successful that a second trimaran, the 48-foot *Tao-Mu*, will be put into service in early summer of this year. Two long-range dive cruises will be conducted to neighboring Anguilla, St. Maarten, and St. Barts.

There are two diving operations based in the Virgin Gorda group, both of them located on or next to the main island of Virgin Gorda. Dive BVI is a dive shop situated right in the center of the newly

built Yacht Harbour Shopping Centre. Conveniently located next to the marina pier, this shop is equipped with an air compressor, rental tanks, and a 25-foot Alglas inboard dive boat which can carry up to 12 divers. The shop also maintains a modest inventory of masks, fins, snorkels, and scuba accessories. Formerly owned by Bert and Jacki Kilbride, Dive BVI is now operated by Joe Giacinto, an ex-Marine Corps Captain and NAUI instructor. Joe is an experienced BVI dive guide who formerly conducted scuba trips out of Marina Cay. He conducts daily diving trips for such Virgin Gorda hotels as Lord Nelson Inn, Ocean View Hotel, Olde Yard Inn, Fischer's Cove Beach Hotel, and Marina Cay. Dive trips are \$20 for a single tank dive and \$35.00 for a two tank dive.

Bert and Jacki Kilbride, the BVI's best known and most experienced diving guides, maintain a complete scuba facility at their unique waterside home on Saba Rock in Virgin Gorda's North Sound. They have their own compressor and regulator repair shop, plus an inventory of 30 scuba tanks and an assortment of scuba accessories. Operating under the company name of Bert and Jacki Tours, this very personable couple conduct daily dive trips and scuba classes for four hotels in the surrounding area. These include: Little Dix Bay Hotel, Drakes Anchorage, Biras Creek, and the Bitter End. Their rates are \$20 for single tank dive and \$35 for two tank dive. They also have a special rate of \$25 for an all day trip and single tank dive to the wreck of the *Rhone*. Their dive boat is a 30 foot Main built converted lobster boat which can carry 10 divers, 24 tanks, and all their gear — and still cruise at 18 mph.

Aside from *Misty Law*, Bert and Jacki are the only diving operation in the BVI which conducts regular trips to the wrecks on Anegada Reef, 15 miles to the Northeast. Bert is considered BVI's most knowledgeable wreck diving expert, as he has spent more than 15 years exploring the ships sunk along this ocean reef. Because of the long trip involved, Bert and Jacki only run trips to Anegada Reef on a special charter request. The cost is \$400 for a full day charter and is limited to a maximum of eight persons. The price includes two single tank dives, with regulator, tank, pack, and weights. Some of the more popular wrecks on Anegada Reef include: the *Paramatta*, a side-wheel steamer sunk 120 years ago; the *HMS Astrea*, a British 32 gun frigate which sank in 1808; and the *Rocas*, a freighter loaded with a cargo of horse and cattle bones for fertilizer that sank in 1919. Of the 200 wrecks believed lost on this reef, Bert and Jacki have located and dived 65 ships.

Although the great majority of shipwrecks lie on Anegada's treacherous

reef, the most popular wreck dive in all of the BVI lies off the west side of Salt Island, close to Tortola. In fact, the wreck of the *Rhone* may very well be the most popular shipwreck in the entire Caribbean. On the 100th anniversary of this ship's sinking, a total of 130 divers made a memorial dive on this wreck, and it is not uncommon to find 30 to 60 divers diving this wreck every weekend. She is a popular dive not only for the guides of Virgin Gorda and Tortola, but also for those located on neighboring St. John, St. Thomas, and St. Croix.

The *Rhone* was an ocean steamer approximately 310 feet in length and belonging to the well-known Royal Mail Steam Packet Company of London, England. She sank on October 29, 1867, during an extremely violent hurricane which devastated both the BVI and St. Thomas Harbour. After 108 years of submersion, the wreck remains remarkably intact, with a good deal of the hull and rigging still in place. Diving depths range from 20 feet at the stern to 70 feet at the bow. Underwater visibility averages 85 feet, but can run as high as 150 feet on a good day during an incoming tide. The vessel is broken into four major sections, with the bow being the most intact. Still visible is the ship's propeller, bow sprit, masts, boilers, and engine. The wreck is literally covered with clouds of fish, including schools of snapper, grunt, squirrelfish, sargent majors, and parrotfish. It is an ideal area for fish feeding and a variety of species have become unusually tame due to the repeated hand outs by visiting divers. Among the more noticeable are several large queen triggerfish, a school of pink squirrelfish, and a school of brown coneys. There are also a number of pelagic fish which make daily appearances on the wreck, and these include: horse-eye jack, amberjack, and permit. A large jewfish lives inside the bow section and is estimated to weigh 175 pounds. Although he is normally shy and retiring creature, many visitors have been able to take underwater photos of this big fish. Both spearfishing and wreck salvage are prohibited in the area of the *Rhone*.

Although the *Rhone* is by far the best known dive spot, Tortola offers a variety of reefs and pinnacles which are as equally as exciting. For example, Blonde Rock is a large, submerged rock and coral reef which offers excellent opportunities for cave exploration and underwater photography. One section of this reef is especially beautiful and is covered with a forest of grey and white gorgonian fans. At another spot on the reef, a large rock cavern is inhabited by a school of blackbar soldierfish which swim upside down, orienting their bodies to the roof of the cave.

Another beautiful area for photog-

SDM'S GUIDE TO THE BRITISH VIRGIN ISLANDS



The British Virgin Islands are one of the great undersea graveyards for lost ships. Anegada Reef is reputed to be the final resting place of 200 ships.

raphy is Ringdove Rock, a submerged rock and coral reef which is loaded with colorful sponges, seaweeds, sea fans, and variety of beautiful marine life. Depths range from 15 to 45 feet, and the fish inhabitants include: scrawled filefish, puffers, turtles, and lobsters.

George Marler, the guide most familiar with Tortola's reefs, has charted more than 40 different dive locations in the area. Among his favorites are: Dead Chest Reef, The Indians, Santa Monica Rock, Carrot Shoal, Peter's Pinnacle, Shark Point, Caravel Rock, and Ten Fathom Pinnacle. Most of these locations are within a half-mile to a mile of each other, thus making boat travel easy.

For every interesting dive spot in the Tortola area, there is an equally exciting counterpart in the Virgin Gorda group. Bert and Jacki Kilbride have spent more than ten years exploring and charting the reefs in this area and they have a list of at least 50 different locations which offer spectacular diving.

One of their favorites is a reef known as Wall-To-Wall. This is a submerged rock slope running from a depth of 50 to 80 feet. This spot is literally "wall-to-wall fish," as it seems to be a major congregation point for large schools of porkfish, yellowtail snapper, and other schooling species. Quite often large gray angelfish are seen to swim in school formation in this area, even though this behavioral pattern is not normal for angelfish. There is also a large hogfish on this reef which is exceptionally tame and quite curious about scuba divers. It is not unusual for him to come within a couple

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Capt. Duncan Muirhead
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Ocean Enterprises
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S. Virgin Islands 00801

Joe Giacinto
DIVE BVI
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Yacht Harbour, Virgin Gorda
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Kilbride Dive Tours
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British Virgin Islands

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P.O. Box 134
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of feet of divers visiting this reef. Jacki was amazed one day to observe this hogfish eating a roostertail conch shell measuring some four inches in length. The fish easily ground up the hard shell of the conch with the strong muscles and grinding teeth far back in its throat.

Another fascinating dive location is a submerged pile of stone known as Van Ryan's Rock. The mound of granite boulders lies in 50 feet of water rising up within 15 feet of the surface. This reef is loaded with all types of sponges, including the luminescent azure sponge, the small gray cup sponge, the delicate pink pipe sponge, yellow tube sponges, and blue vase sponge. It is a marvelous area for both close-up and macrophotog-



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Guide to BVI

raphy. Also found on this same reef is a 150 jewfish which normally rests quietly in a small rock cave at the base of the reef. The mammoth fish appears attracted to this particular reef because of the abundance of spiny lobster, which is one of the jewfish's favorite food.

At Ginger Island there is a broad fringing reef which runs for more than a mile



Luana Marler feeds a sea urchin to a pair of tamed Queen triggerfish at the Rhone.

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in length. Starting in 30 feet of water, the corals slope gently to a depth of 65 feet before leveling off onto a white sand bottom. The reef is loaded with massive coral heads, narrow sand channels, sharp undercuts, and acres of willowy seaships. Also found on this reef are a number of statuesque pillar corals.

A reef with similar characteristics is Oil Nut Bay, located at the north end of Virgin Gorda. The diving depth here starts at 20 feet and slopes gradually to 50 feet before turning into a flat sand bottom. There appears to be more fish life on this reef, including a number of friendly queen triggerfish, parrotfish, and other coral reef species. Also found on this reef is the very rare golden chain moray eel. A somewhat shy creature by nature, this beautiful eel is marked with a bright gold and black chain pattern, which is especially beautiful for photography. Still another rare species inhabiting this reef is the golden tail moray, which has a brown body and golden spots, and tail markings.

One of the most exciting dive spots in the Virgin Gords area is a submerged rock reef known as The Invisibles. It is a fairly large rock pile measuring 100 feet in length and 50 feet wide. Depth at the base of the reef is about 60 feet and the top comes within three feet of the surface. Some of the boulders are huge gra-

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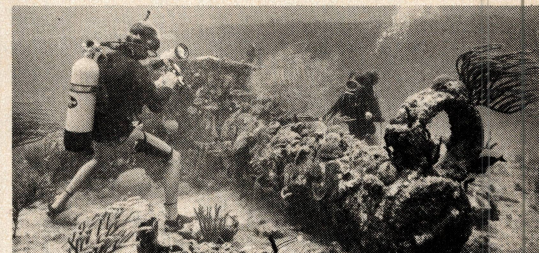
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Guide to BVI

nite rocks which look like quarried stone. Several of them measure 20 by 30 feet, and weigh as estimated 100 tons! There is often a current at this reef, but it is easy to handle by staying in the lee of the granite boulders. The Invisibles is a



The main mast of the RHONE wreck provides ideal setting for UW photography.

high voltage diving area, with plenty of fish action. It is often frequented by large amberjack, weighing 20 to 30 pounds each. Schools of horse-eye jack and other pelagic species often frequent this spot. A giant 400 pound jewfish is known to live on this reef and can be often found at the base of a rock wall in the lee of the current. Depth is 60 feet.

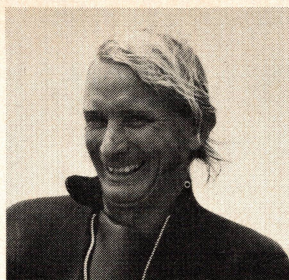
An even wilder dive spot is a submerged rock pinnacle in 80 feet of water called Tow Rock. The rock comes to within 12 feet of the surface, and remains uncharted on most BVI navigation charts. There is almost always a current at this location, and quite often it runs in reverse direction on the bottom. Visibility is usually soupy, averaging 30 to 40 feet with lots of particles and plankton in suspension. There is a low ceiling cave located at the base of the rock in exactly 80 feet of water. The entrance is no more than two feet high and approximately 10 feet wide. There is barely enough room for a diver to squeeze through the entrance if he is careful. Inside the cave lives a 250 pound jewfish and two large nurse sharks. Usually the sharks stay close to the entrance of the cave while the jewfish hugs the rear wall of the chamber. All three creatures appear quite content in occupying the same dwelling. In addition to the fish in the cave, there is a large school of glasseye snapper, which almost always cruise this reef, and another school of very stately spadefish which roam the sand bottom approximately 80 feet from the base of the pinnacle. Tow Rock appears to be at the crossroads of fish traffic and a diver is likely to see something new and different on practically every visit. Sometimes it will be a large sea turtle, while at other times it may be a giant barracuda hovering over the top of the pinnacle. There is hardly ever a dull moment at this location.

For its size, the BVI offers one of the best selections of resort hotels in the eastern Caribbean. There are more than

23 different hotels, guest houses, and resort accommodations on no less than nine separate islands. Depending upon your specific interests, there is a hotel which caters specifically to the sailor, golfer, fisherman, or tennis buff. For those interested in diving, there is quite a number of hotels who work closely with the BVI diving operations, and many have developed special scuba vacation packages for visiting divers.

As far as cost is concerned, room rates in the BVI are comparable to those in the American Virgins, Jamaica, or Grand Cayman. BVI's hotels can be divided into three basic categories: super plush, deluxe, and economy. Room rates run the full spectrum from \$10 a night for an economy room (double occupancy) on the European plan, to \$125 a night for a single at BVI's most posh resort facility. Between these two limits lie some 30 to 40 different combinations of hotel rates, depending upon your own personal taste, meal requirements, and desire for being close to the water. BVI's diving operators are probably the best qualified for recommending a hotel for suiting your personal needs.

In the Tortola area, the most elegant hotel you will find is the Peter Island Yacht Club. Designed, built, and managed by Norwegians, this uniquely styled resort sparkles with a decor and efficiency which one would expect to find in Switzerland or Scandinavia. Al-



George Marler, owner of BVI's Aquatic Centres, operates three shops in the Tortola area. American Airlines offers four flights daily from New York to San Juan aboard their 747 jetliner, with many connecting flights to the BVI on inter-island air carriers.



though lavishly equipped with the most modern marina facilities and buildings, this paradise retreat is limited to only 32 luxurious guest rooms. Privacy, natural beauty and hospitality are the primary goals of this unusual resort. For the diver who can afford it (mostly doctors and business executives), the Peter Island Yacht Club proves to be an ideal location. Not only does this resort have its own Aquatic Centres Scuba Facility, but it is also the hotel located closest to the wreck of the *Rhone*. Running time by boat is approximately five minutes.

Tortola has a number of hotels in the deluxe class which are utilized by divers. Fort Burt is one of the most distinctive of these hotels and sits high on the mountainside overlooking Roadtown and the harbor. Treasure Isle Hotel is located on the outskirts of Roadtown but fairly close

to the water. Marina Cay Resort is situated on its own small island, surrounded by clear water and coral reefs which provide snorkeling opportunities right from the beach. Additional deluxe hotels in the Tortola area include Long Bay Hotel and Prospect Reef.

As for economy accommodations, low price apartments are available at The Moorings, a combination marina and dockside hotel.

In the Virgin Gorda group, there are two super plush hotels. The best known is Little Dix Bay Hotel, a 500 acre botanical paradise boasting one of the loveliest beaches in the BVI. Designed and built by Lawrence Rockefeller, Little Dix Bay has a total of 66 rooms situated along a very beautiful crescent shaped beach. The buildings and cottages blend in perfectly with the surroundings in perfect

(Continued on Page 79)



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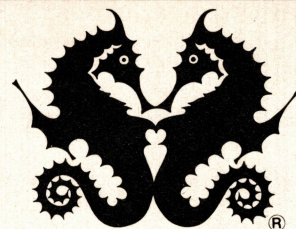
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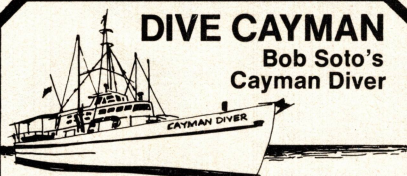
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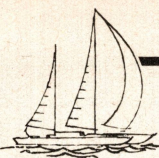
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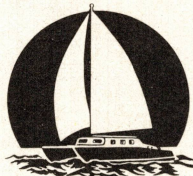
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Address _____

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Guide to BVI

(Continued from Page 75)

environmental harmony. As for the diving, this hotel serves as a major booking office for Bert and Jacki Kilbride Tours. Dive trips operate daily from the hotel pier and some of Virgin Gorda's best dive spots are from five to 15 minutes running time. Biras Creek is a stunning piece of architecture situated on a hillside at the northern end of Virgin Gorda. This resort is a bit more formal, but still offers the privacy of separate cottages along the beach. Hotel guests utilize the services of Bert and Jacki Kilbride, as their home office is only two minutes away.

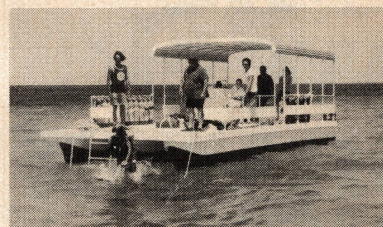
As for deluxe hotels, one of the nicest is Drake's Anchorage located on Mosquito Island in North Sound. Originally designed and built by Bert Kilbride, this cozy beachside resort is ideally suited for dive groups. It has a very informal atmosphere with outdoor dining at the water's edge. Drake's Anchorage is also the hotel located closest to the departure point for wreck diving excursions to Anegada Reef.

Virgin Gorda offers a good selection of economy priced hotels with most of them being located at the south end of Virgin Gorda, within close proximity of the marina and DIVE BVI scuba shop. Fisher's Cove Beach is a small, informal beach-side resort located just south of the marina. It offers open-air dining facilities and a nice selection of uniquely designed three-cornered cottages. Directly across the street from the marina is the Ocean View Hotel. It is a two-story building with rooms on the second floor and dining facilities on the lower level. The Olde Yard Inn is a smaller and slightly older hotel with a very informal atmosphere. It is located inland in an area of Virgin Gorda known as The Valley. One of the best bargains for hotel accommodations is the Lord Nelson Inn, which is also located inland. It is also an older hotel and it has a bar with exceptional character. The price for a single room during the summer season is only \$10 and a double goes for \$15. Unfortunately, this is a very small hotel with a total of only five rooms and 10 beds. Owner Tony Macke is a marvelous host with a considerable flair for tending bar. He operates the Lord Nelson Inn much in the same fashion as an old English pub.

Getting to the BVI can be almost as much fun as diving there. There is a considerable variety of routes and a number of different airlines servicing this mini-archipelago. Perhaps the most commonly used method is to fly from the U.S. to San Juan, Puerto Rico via one of the major airlines, such as American Airlines. They offer four non-stop 747 jet flights daily from New York, Newark, Washington, D.C. and other gateway cities in the U.S. Once in San Juan, you

(Continued on Page 81)

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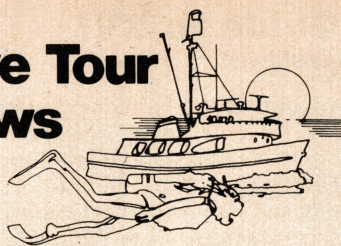
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*Plus air fare.

Rates effective Dec. 15, 1975-April 25, 1976

Nassau & Paradise Island

Dive Tour News



(Continued from Page 67)

- Aug. 6, 13, 20, 27 — BONAIRE — 8 days, Lisind Int'l, New York, NY
- Aug. 6, 13, 20, 27 — HAITI — 5 or 8 days, Oceaneers Dive Tours Inc., Hollywood, FL
- Aug. 7 — COZUMEL — 8 days, Randy Dellis, See & Sea Travel, San Francisco, CA
- Aug. 7 — CANCUN — 8 days, Oceaneers Dive Tours, Inc., Hollywood, FL
- Aug. 8 — GALAPAGOS — 15 days, John Kelly, See & Sea Travel, San Francisco, CA
- Aug. 13, 20, 27 — BONAIRE — 8 days, Lisind Int'l, New York, NY
- Aug. 14 — BRITISH VIRGIN ISLANDS — 12 days, Trimaran Misty Law, St. Thomas, VI
- Aug. 14 — COZUMEL — 8 days, Oceaneers Dive Tours, Inc., Hollywood, FL
- Aug. 14 — FREEPORT — 10 days, Capt. LaChance, Adventure Cruises, Ft. Lauderdale, FL
- Aug. 18 — FLORIDA CAVES — 5 days, Berry Distributors, Inc., Alsip, IL
- Aug. 20 — COZUMEL — 8 days, Sunland Int'l Tours, Beverly Hills, CA
- Aug. 20 — CHINCHORRO REEF — 10 days, Sunland Int'l Tours, Beverly Hills, CA
- Aug. 21 — BONAIRE — 8 days, See & Sea Travel, San Francisco, CA
- Aug. 27 — BIMINI — 7 days, Capt. LaChance, Adventure Cruises, Ft. Lauderdale, FL
- Aug. 28 — CAYMAN ISLANDS — 8 days, See & Sea Travel, San Francisco, CA
- Aug. 28 — BRITISH HONDURAS — 7 days, Berry Distributors, Inc., Alsip, IL
- Sept. 1, 15, 29 — MAJURO — 9 days, Micronesian Expeditions, Salt Lake City, UT
- Sept. 2 — TAHITI — 15 days, Explorer Division, BSA, Los Angeles, CA
- Sept. 3 — BAHAMAS — 7 days, Tropic Diving Cruises Inc., Ft. Lauderdale, FL
- Sept. 3, 10, 17, 24 — BONAIRE — 8 days, Lisind Int'l, New York, NY
- Sept. 3, 10, 17, 24 — HAITI — 5 or 8 days, Oceaneers Dive Tours Inc., Hollywood, FL
- Sept. 4 — BRITISH VIRGIN ISLANDS — 12 days, Trimaran Misty Law, St. Thomas, VI
- Sept. 4 — COZUMEL — 8 days, See & Sea Travel, San Francisco, CA
- Sept. 4 — SEA OF CORTEZ — 9 days, Sunland Int'l Tours, Beverly Hills, CA
- Sept. 4 — COZUMEL — 8 days, Oceaneers Dive Tours, Inc., Hollywood, FL
- Sept. 4 — FLORIDA KEYS — 7 days, Berry Distributors, Inc., Alsip, IL
- Sept. 11 — CAYMAN TO ROATAN — 13 days, See & Sea Travel, San Francisco, CA
- Sept. 11, 20 — BIMINI — 7 days, Capt. LaChance, Adventure Cruises, Ft. Lauderdale, FL
- Sept. 18 — AKUMAL — 8 days, Lisind Int'l, New York, NY
- Sept. 18 — BONAIRE — 8 days, See & Sea Travel, San Francisco, CA
- Sept. 18 — BRITISH VIRGIN ISLANDS — 12 days, Trimaran Misty Law, St. Thomas, VI
- Sept. 19 — CARTAGENA, COLOMBIA — 8 days, Sunland Int'l Tours, Beverly Hills, CA
- Oct. 1, 8, 15, 22, 29 — BONAIRE — 8 days, Lisind Int'l, New York, NY
- Oct. 1, 8, 15, 22, 29 — HAITI — 5 or 8 days, Oceaneers Dive Tours Inc., Hollywood, FL

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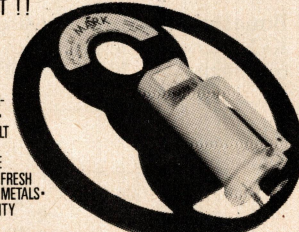
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Guide to BVI

(Continued from Page 79)

can transfer to one of the smaller Caribbean airlines to continue on to the BVI. If you were intending to visit Tortola, you could fly via Prinair or Tortola International Airways. If you intend to visit Virgin Gorda, you would fly from San Juan via Dorado Wings or Air BVI.

Another way to reach the BVI is to fly from the U.S. to St. Thomas in the American Virgin Islands. Again, there are flights several times daily from such gateway cities such as New York, Miami, and Chicago. From St. Thomas, you can fly from Tortola via Prinair, All Island Air Taxi, or Antilles Air Boat. All Island Air Taxi also provides service from St. Thomas to Virgin Gorda. There are also air connections from St. Croix in the American Virgins to both Tortola and Virgin Gorda. And if you want to see it all, you could plan a circle trip where you would fly to the BVI via San Juan and then return to the U.S. via St. Thomas.

Whichever you should decide to choose, you will find the airline service quite reliable and very safe. Although the BVI is slightly off the beaten trail, the diving is certainly worth the extra effort in travel.

Happy Wanderer Goes to Bermuda



The Happy Wanderer December group to Bonaire "splashed" in the New Year with an underwater celebration co-hosted by Captain Don Stewart. Those crystal clear waters of the Dutch Caribbean beamed with fun, frolic, and lots of good diving.

Back in New York, Happy Wanderer opened up their Bermuda Division ready to answer all your questions about diving in Bermuda.

Happy Wanderer plans to visit the lovely British island of Bermuda in March. A diver's haven encompassing four centuries of sunken ships, bountiful marine life, colorfully beautiful sea creatures, and Kevin Burke's diving operation at the Sonesta Beach Hotel.

For more details please write or call Michelle or Laurie for individual reservations; for groups call Ed Fioravante. They can be reached at: Happy Wanderer Travel Agency, 1428 Midland Ave., Bronxville, New York 10708; (914) 237-3322 and (212) 585-5500.

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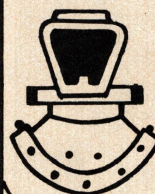
From all stand points — as a business, a potential market, or as a career opportunity — the outlook for the future is extremely favorable.



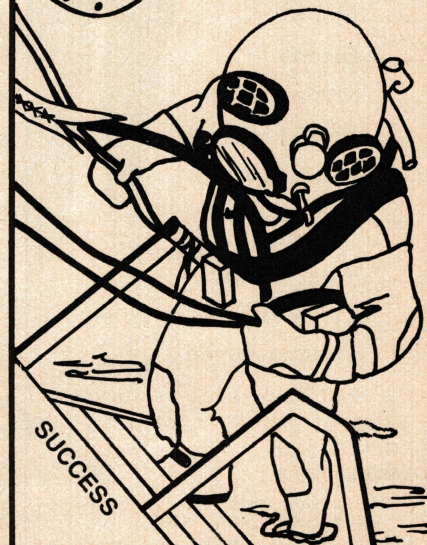
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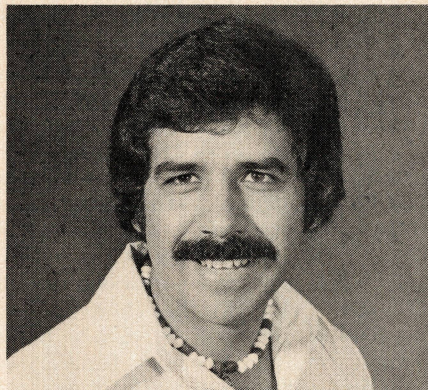
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Hernandez Joins Scubapro

Scubapro announces the appointment of Richard Hernandez to the position of Regional Sales Manager, responsible for the Hawaiian Islands and the entire Pacific States.

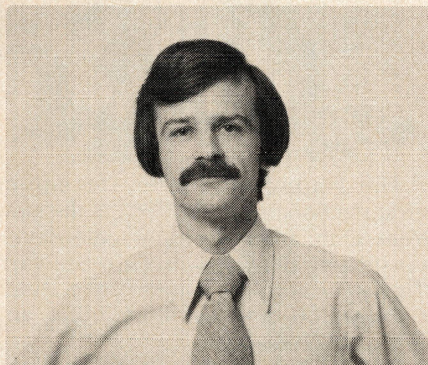


Hernandez is a NASDS and PADI instructor and has extensive retail experience, working on the West Coast as a manager for a dive shop in charge of sales, instructional programs, advertising, merchandising and boat charters.

As of January 1 of this year he can be contacted at Scubapro's warehouse and repair facility at 1020 Auahi Street, Honolulu, Hawaii 96814.

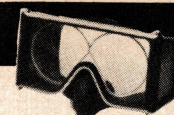
Foley Dacor District Mgr.

Dacor announces the appointment of Jim Foley to their staff as the Mid Atlantic District Manager and the Director of the Dealer Marketing Program.



Jim's background in diving is extensive. He started in 1955 and has been diving literally all around the world, including the Mediterranean, Caribbean, North and Bering Seas. He currently holds NAUI Instructor and PADI Master Instructor certifications and has been actively involved in Instructor Training Courses since 1972, serving as an Open Water Trainer for PADI and as Course Director for the 1974 and 1975 NAUI Chicago ITC.

Jim has been in a managerial position with a chain of dive stores in Illinois for several years. As a store manager, he was responsible for the advertising and promotion of products and services, the



PRESCRIPTION FACE PLATES

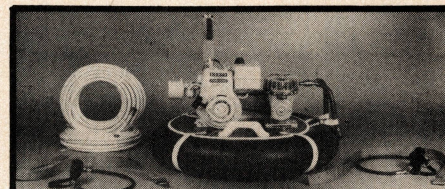
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displaying and merchandising of equipment, as well as personnel scheduling, payroll and general bookkeeping. This background gives him the advantage of being able to advise dealers on problems such as increasing sales, purchasing the proper amount and types of equipment for their market, promotional programs, and economically increasing specialized services.

Chappell U.S. Divers Regional Mgr.

Newly appointed A. Jack Chappell as Aqua-Lung® Regional Sales Manager will cover the states of Louisiana, Mississippi, Alabama, Georgia, North and South Carolina, Virginia, West Virginia and Tennessee, in his new position with U.S. Divers Co.



In his new appointment, Chappell brings to U.S. Divers Co. ten years experience in all facets of the diving industry having held various marketing and managerial positions in the diving and sporting goods fields.

Chappell served for three years in a legislative liaison and equipment standards formulation capacity for DEMA. He is a NAUI, YMCA and PADI instructor and plans to continue his involvement with all instruction agencies in his post of Regional Sales Manager and will be active in territory Aqua-Lung® seminars.

For further information, contact Jack Chappell, 10000 Mosby Road, Fairfax, Va. 22030.

White Stag Expansion

Noel Brown, General Sales Manager of White Stag Water Sports, announced that, as of February 1, 1976, they officially made a move to a larger, more efficient manufacturing facility. They have moved to this new location to meet their present needs and growth requirements. Their new address at 363 W. Victoria Street, Carson, California 90749 is a larger, modern facility built and designed to meet their own specifications. Any requests or inquiries should be directed to their new location.

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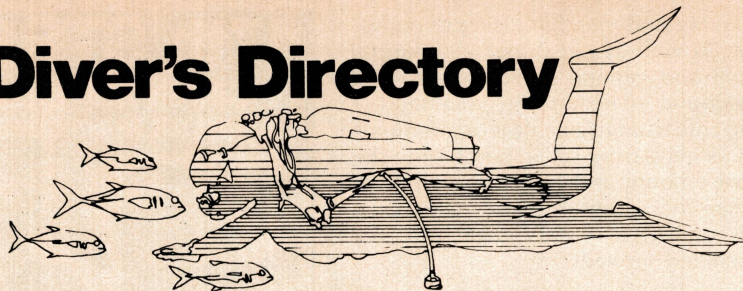
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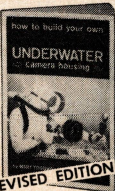
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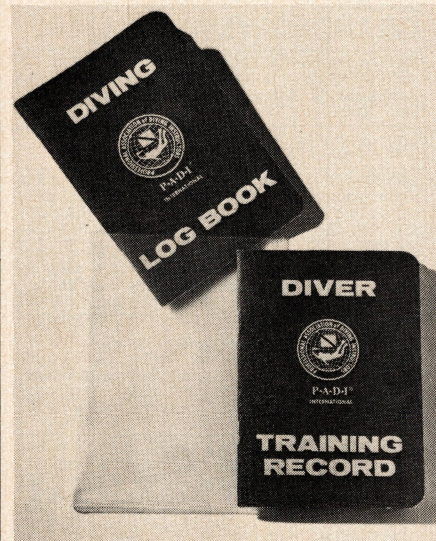
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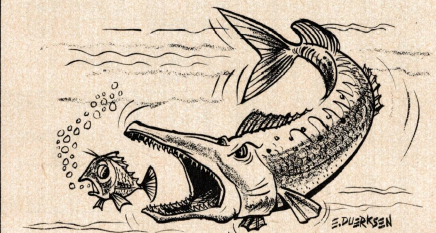


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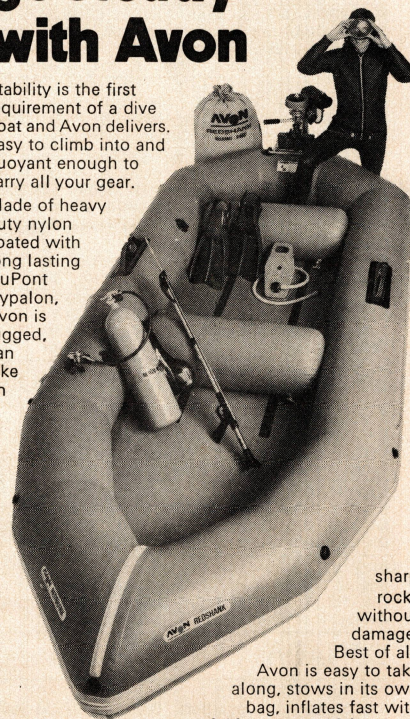
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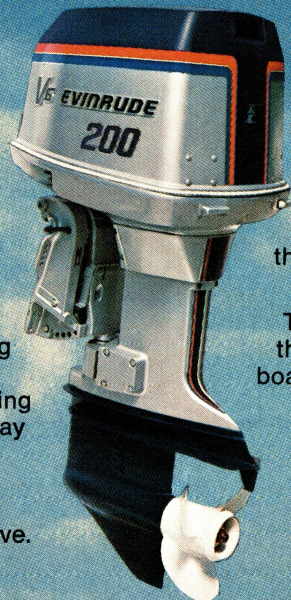
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